
Appendices

Appendix A – Natural Resource and Trail Maps

Appendix B – Planning and Design Criteria

Appendix C – Alternative Design Plans

Appendix D – Conceptual Cost Estimate

Appendix E – Evaluation Matrix

Appendix F - Public Participation

Appendix A – Natural Resource and Trail Maps



Intervale Road Pedestrian & Bicycle Access Feasibility Study | Burlington, Vermont

Basemap

Sources:
 Background Imagery by VCGI (Collected in 2013)
 VCGI (Vermont Center for Geographic Information - Various Dates)
 ANR (Vermont Agency of Natural Resources - 2015)
 VTTrans (Vermont Agency of Transportation - 2015)

- - - Project Study Area
- ▨ Vermont Significant Wetlands Inventory (ANR)
- ▨ River Corridor (ANR)
- ▨ FEMA Floodway (VCGI)
- ▨ VHD Waterbody (VCGI)
- ▨ VHD Stream (VCGI)
- ▨ Town Boundary (VCGI)
- ▨ Parcel Boundary (VCGI)
- Railroad (VTTrans)
- 10ft Contour (VCGI)
- 2ft Contour (VCGI)





Intervale Road Pedestrian & Bicycle Access Feasibility Study | Burlington, Vermont

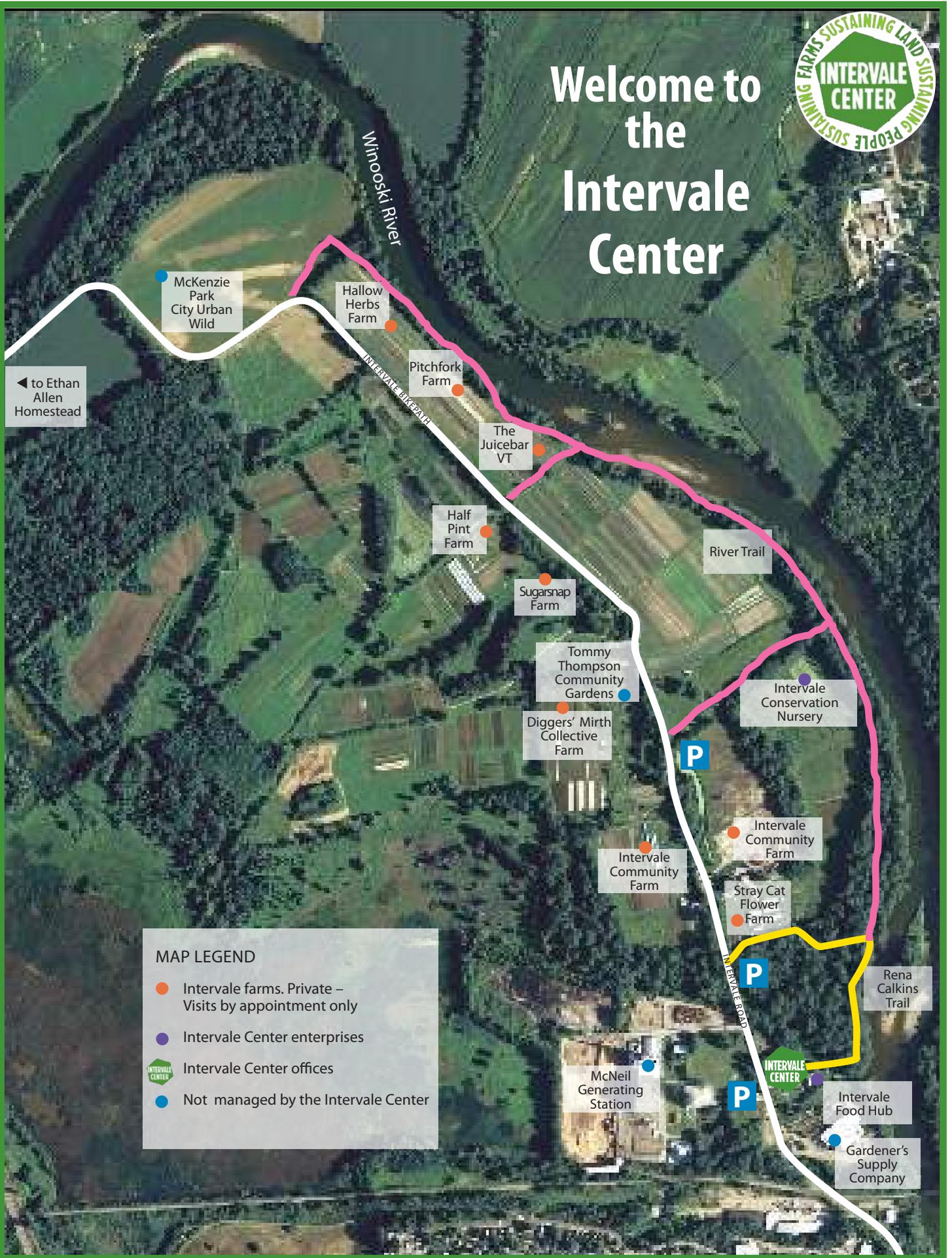
Natural Resource Map

Sources:
 Background Imagery by VCGI (Collected in 2013)
 VCGI (Vermont Center for Geographic Information - Various Dates)
 ANR (Vermont Agency of Natural Resources - Various Dates)
 FWD (Vermont Fish and Wildlife Department - 2016)
 VTTRANS (Vermont Agency of Transportation - 2015)

- | | | | |
|---|--|---|--|
| <ul style="list-style-type: none"> --- Project Study Area ● Public Well (ANR)* ● Private Well (ANR) ● Hazardous Waste Site (ANR) ● Active ● Closed | <ul style="list-style-type: none"> ● Active ● Pulled ● Unknown ● Landfill (ANR) ● Active | <ul style="list-style-type: none"> ■ Vermont Significant Wetlands Inventory (ANR) ■ River Corridor (ANR) ■ Ground Water Protection Area (ANR)* ■ Surface Water Protection Area (ANR)* ■ Rare, Threatened or Endangered Species (FWD) ■ Significant Natural Community (FWD) ■ Uncommon Species (FWD) | <ul style="list-style-type: none"> ■ FEMA Floodway (VCGI) ■ VHD Stream (VCGI) ■ VHD Waterbody (VCGI) ■ Town Boundary (VCGI) ■ Parcel Boundary (VCGI) ■ 10ft Contour (VCGI) ■ 2ft Contour (VCGI) |
|---|--|---|--|



Welcome to the Intervale Center



MAP LEGEND

- Intervale farms. Private – Visits by appointment only
- Intervale Center enterprises
- Intervale Center offices
- Not managed by the Intervale Center

Appendix B - Planning and Design Criteria

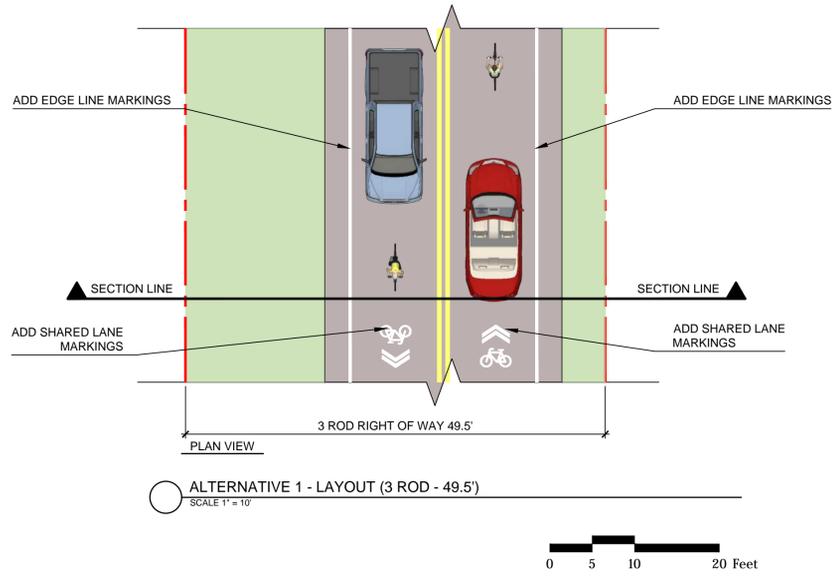
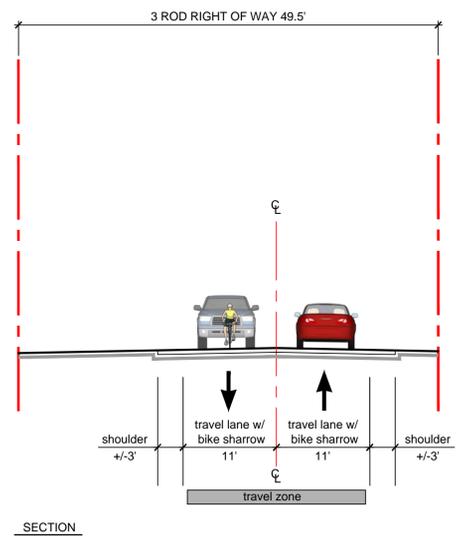
Planning and Design Criteria – Intervale Road Bike/Ped Feasibility Study

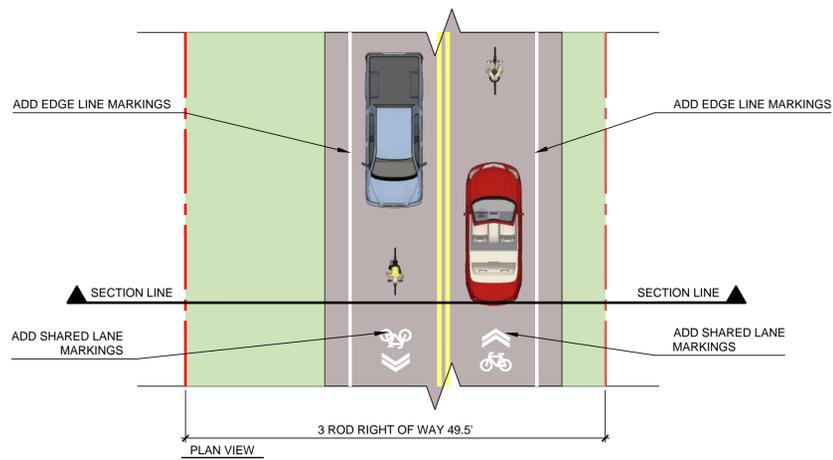
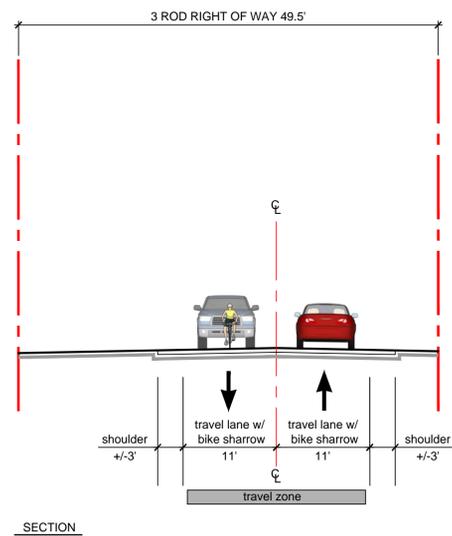
	Intervale Road	Standard Reference
AADT (2003)	1,300	
Complete Street Classification	Bicycle Street	(2)
Posted Speed Limit	25 mph	
Stopping Sight Distance	155 feet	(1)
Lane Width		(2)
Minimum	10 feet	
Existing	14 feet unstriped	
Planting Strip		(2)
Minimum Width	5 feet	
Existing	None	
Sidewalks		(2)
Minimum Width	5 feet	
Existing	None	
Bike Lanes		(2)
Minimum Width	5 feet	
Existing	None	

(1) *A Policy on Geometric Design of Highways and Streets, 6th Ed.* American Association of State Highways and Transportation Officials, Washington, DC. 2011.

(2) *Burlington Complete Streets Guidance, Draft.* Burlington Department of Public Works, January 2013.

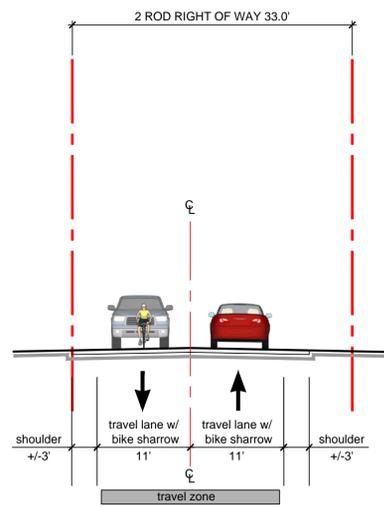
Appendix C - Alternative Design Plans



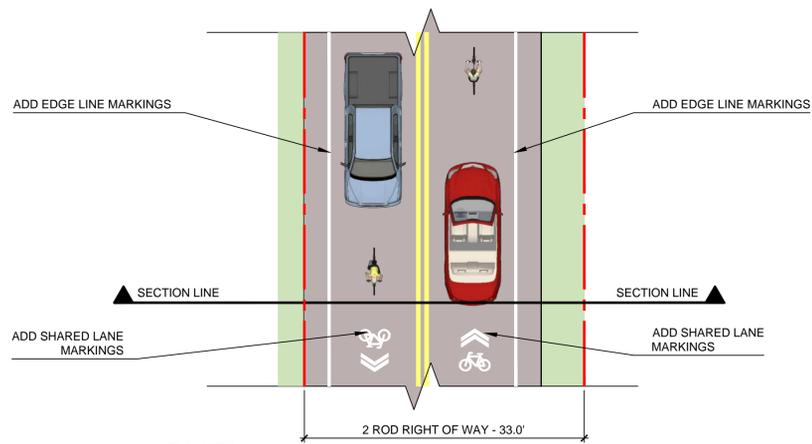


ALTERNATIVE 1 - LAYOUT (3 ROD - 49.5')
SCALE 1" = 10'





SECTION



PLAN VIEW

ALTERNATIVE 1 - LAYOUT (2 ROD - 33.0')
SCALE 1"=10'



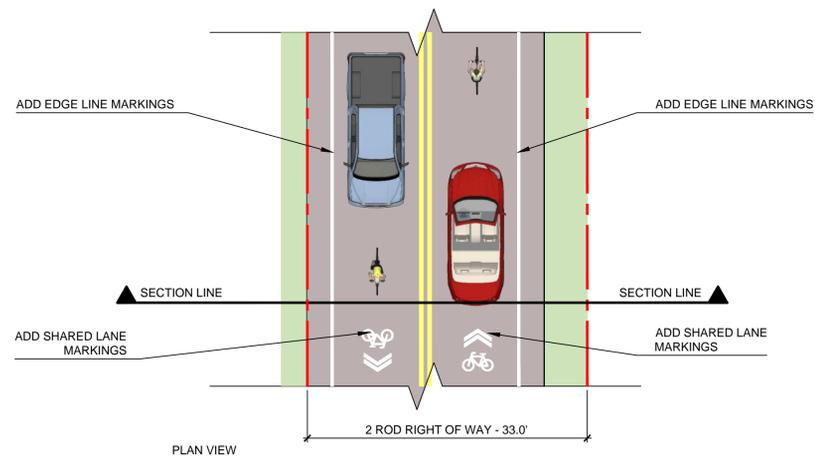
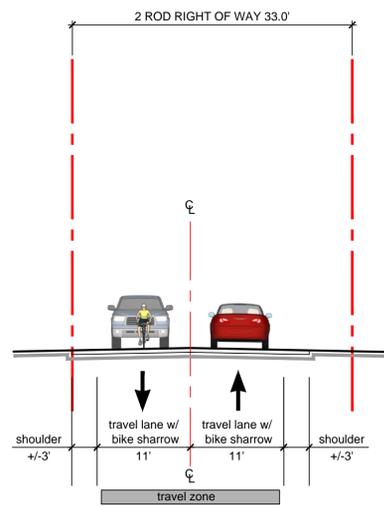
CITY OF BURLINGTON
McNEIL POWER
GENERATION

ADD EDGE LINE MARKINGS

ADD SHARED LANE MARKINGS

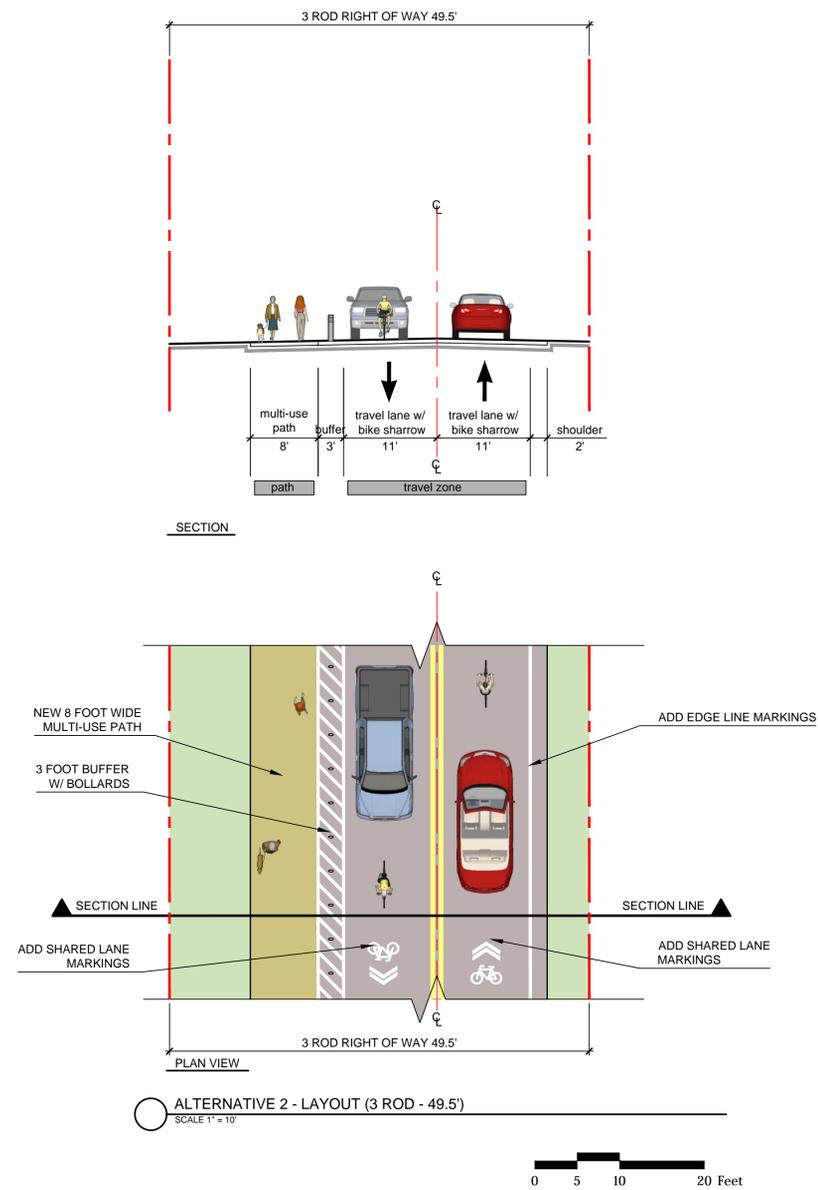
ADD SIGN
"BICYCLES MAY USE
FULL LANE"

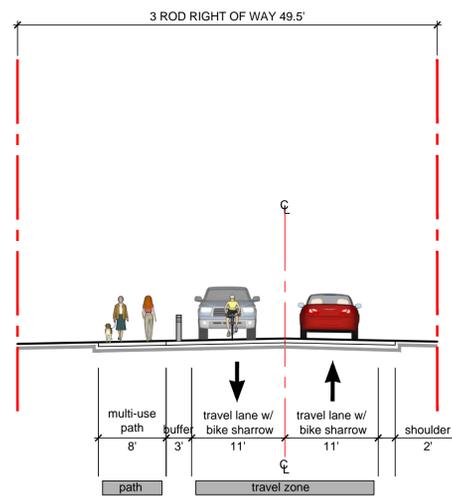




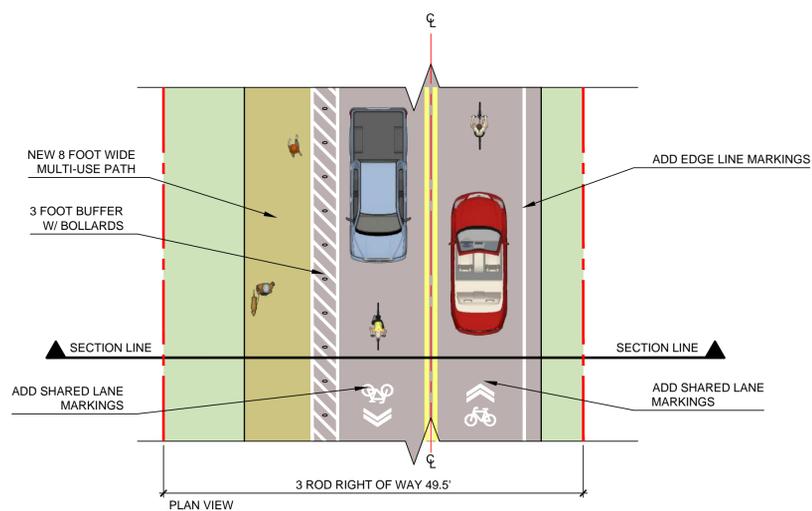
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SCALE 1" = 10'







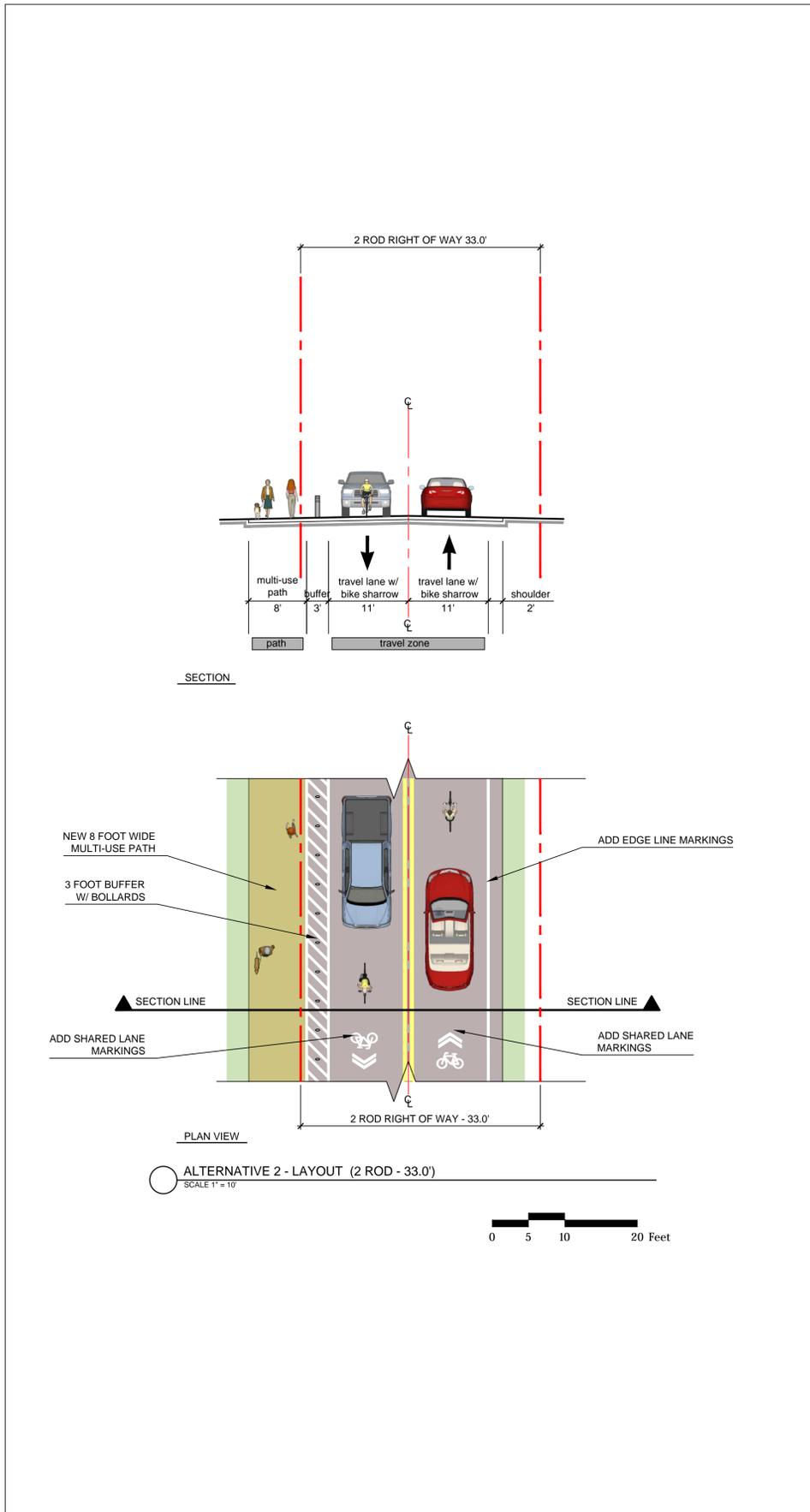
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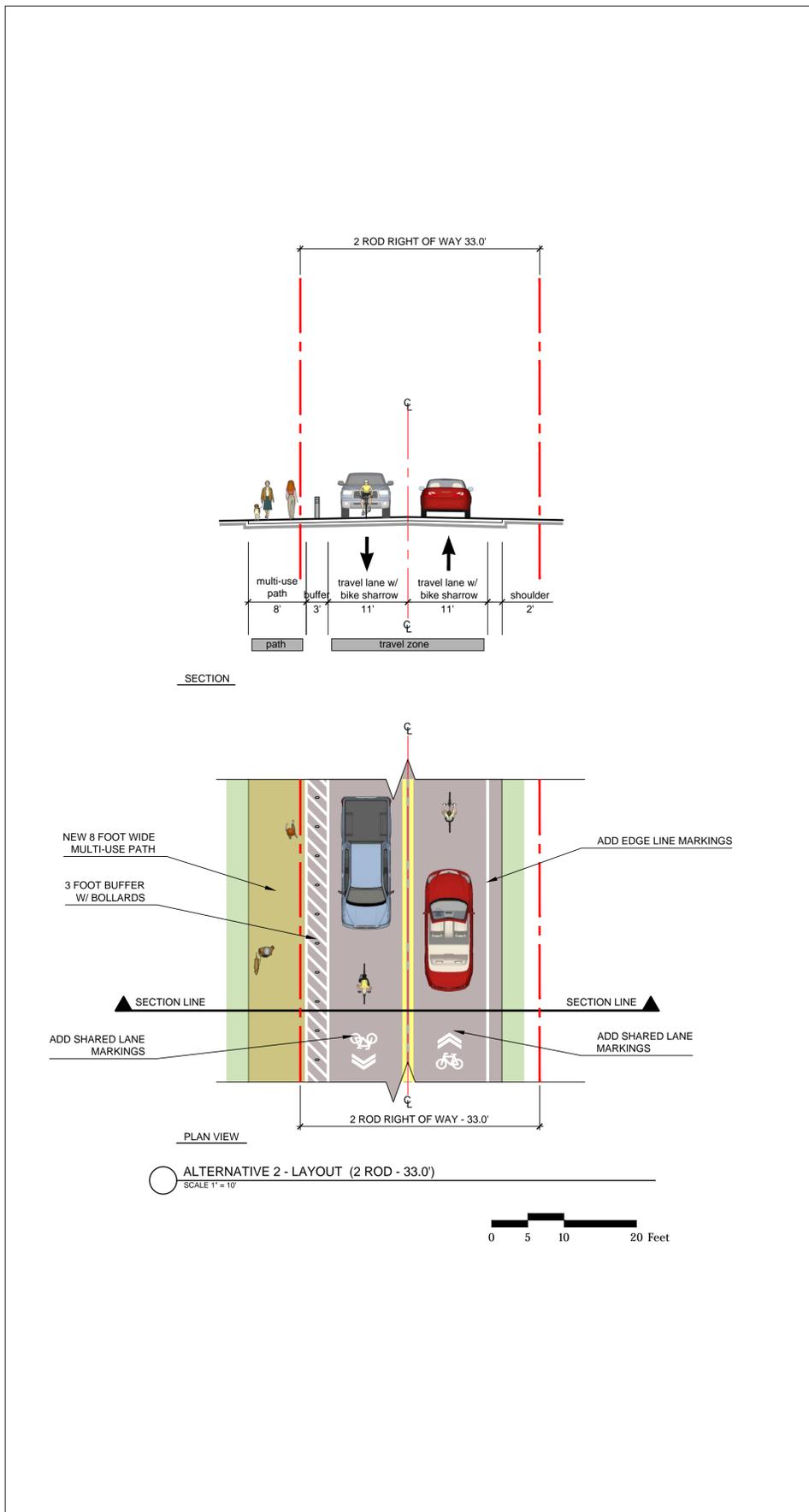


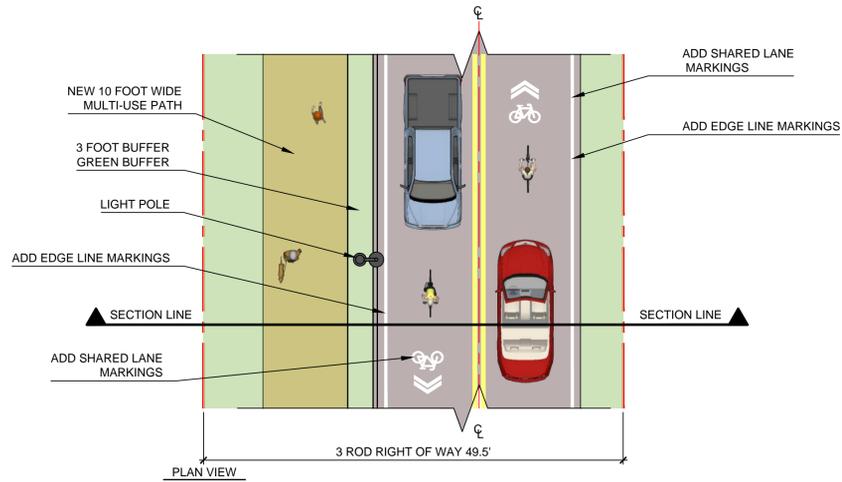
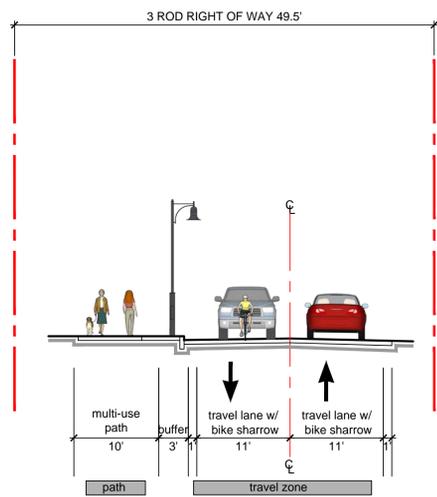
PLAN VIEW

ALTERNATIVE 2 - LAYOUT (3 ROD - 49.5')
SCALE 1" = 10'





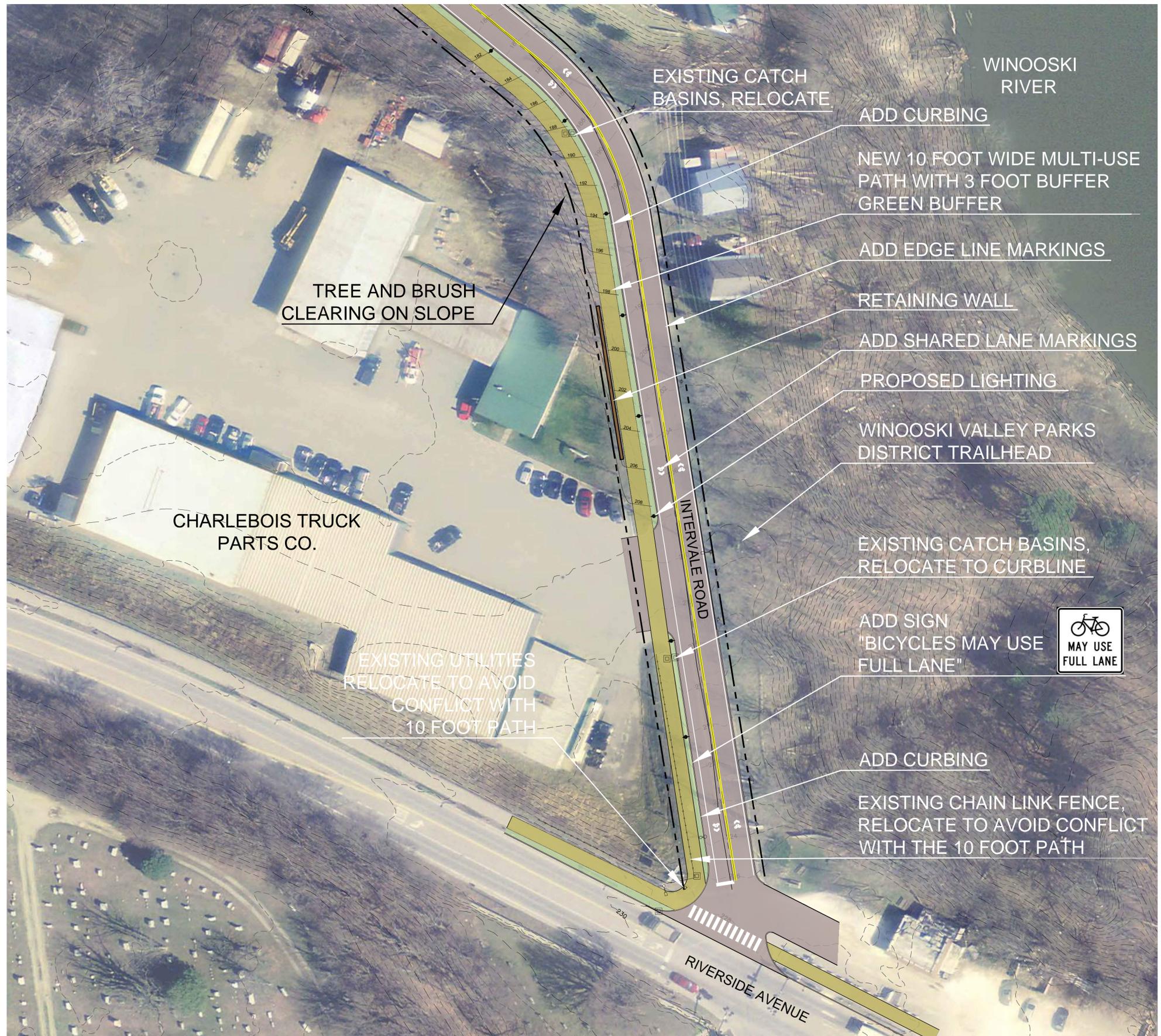


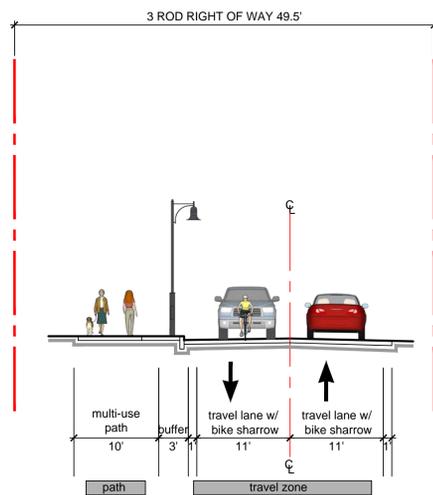


ALTERNATIVE 3 - LAYOUT (3 ROD - 49.5')

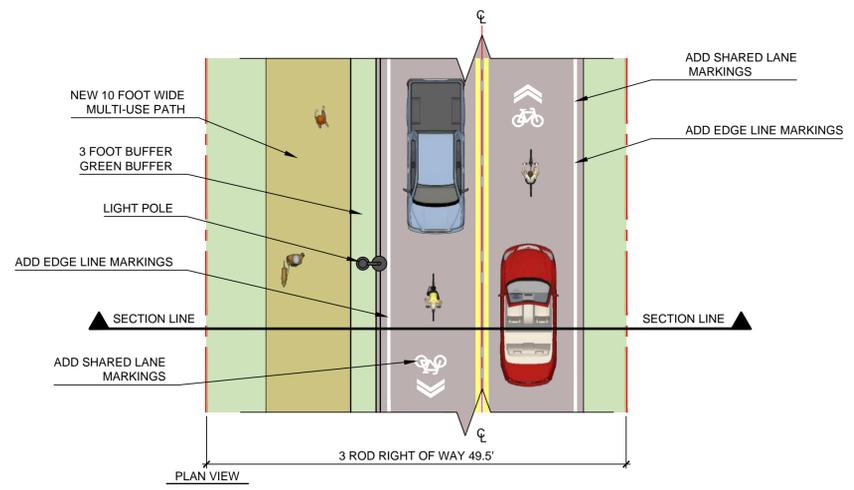
SCALE 1" = 10'

0 5 10 20 Feet





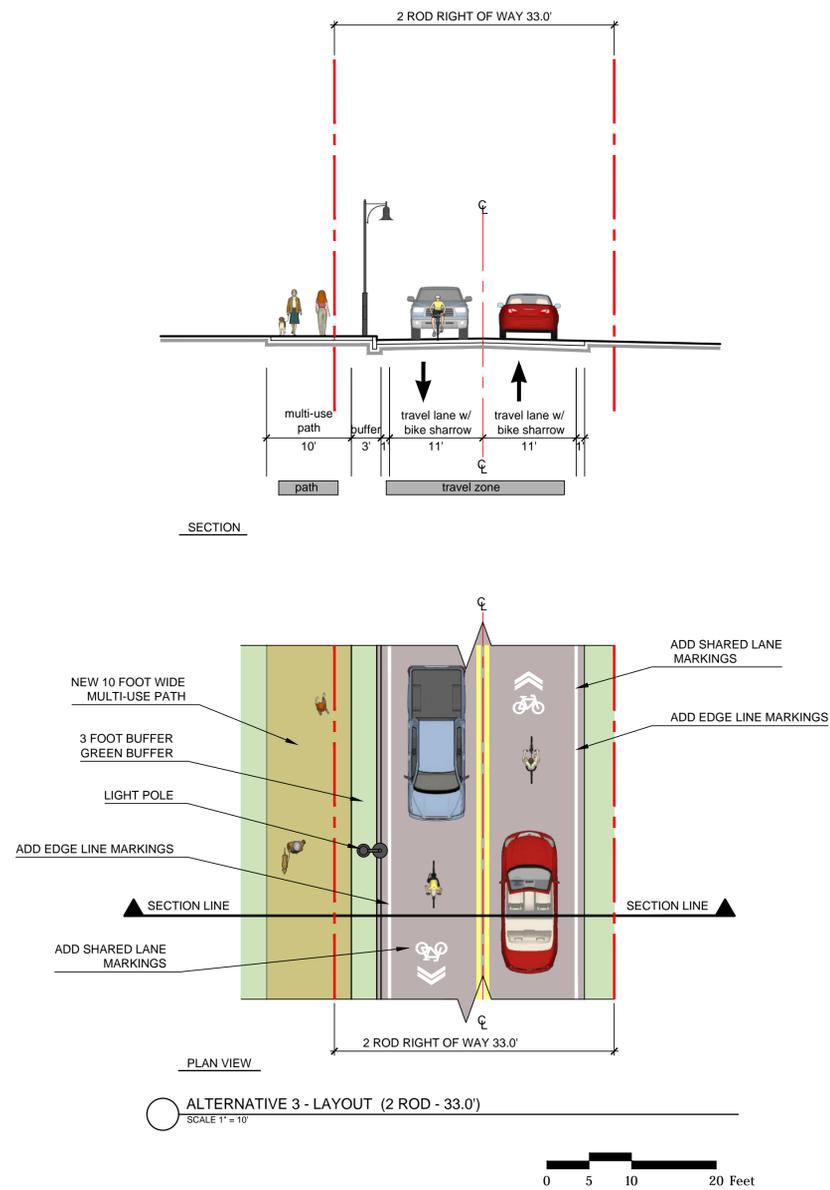
SECTION

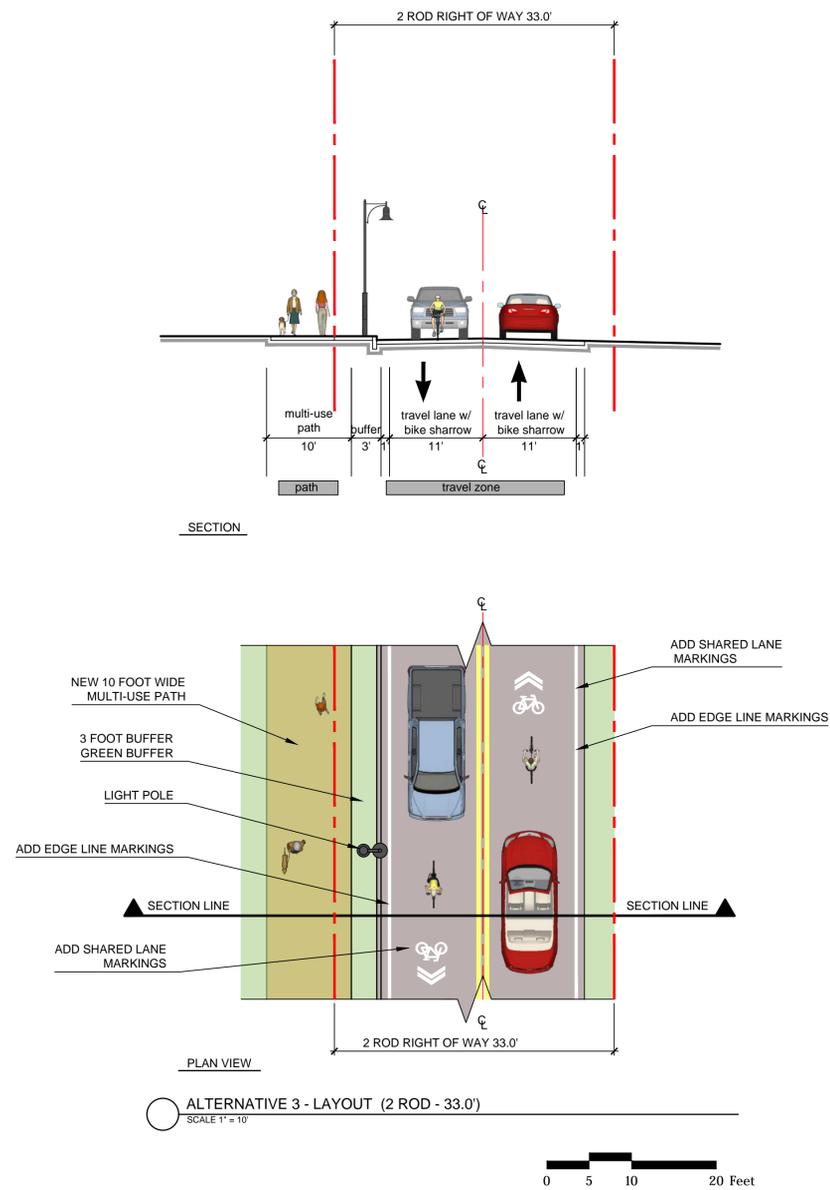


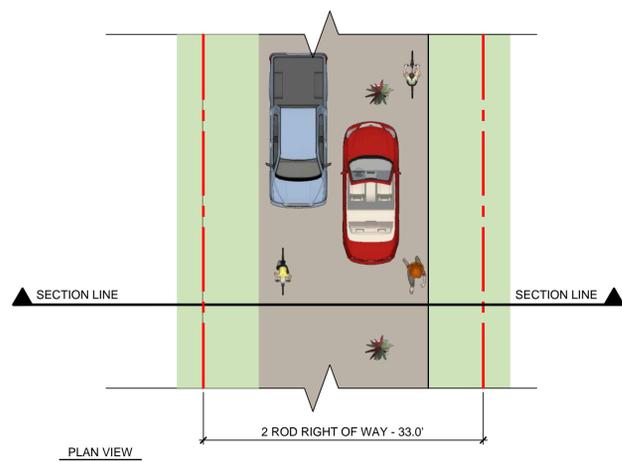
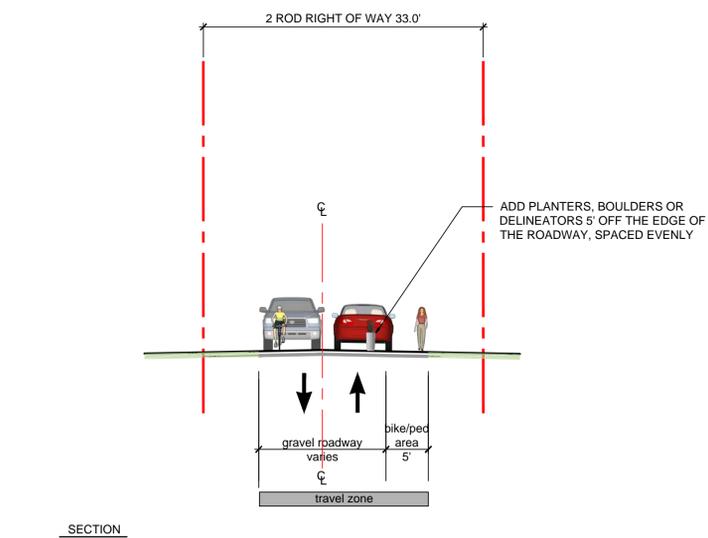
PLAN VIEW

ALTERNATIVE 3 - LAYOUT (3 ROD - 49.5')
SCALE 1" = 10'



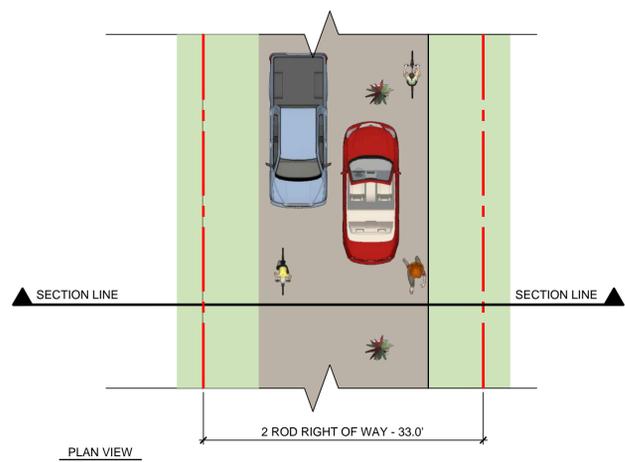
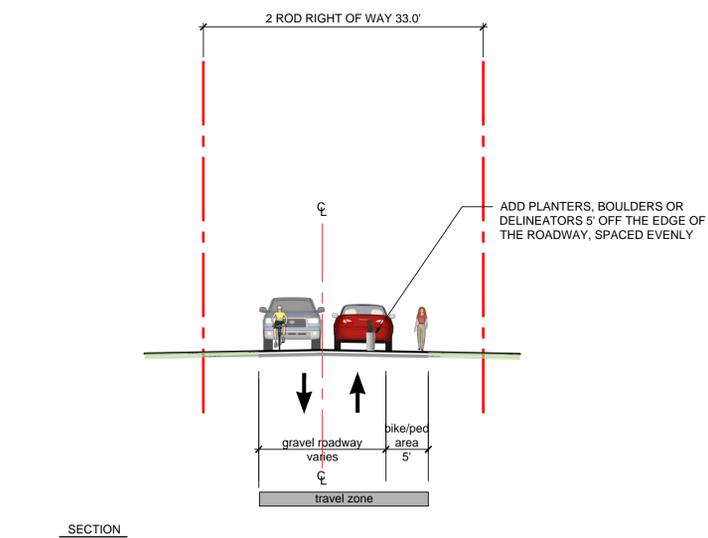






GRAVEL ALTERNATIVE 1 - LAYOUT (2 ROD - 33.0')
SCALE 1" = 10'

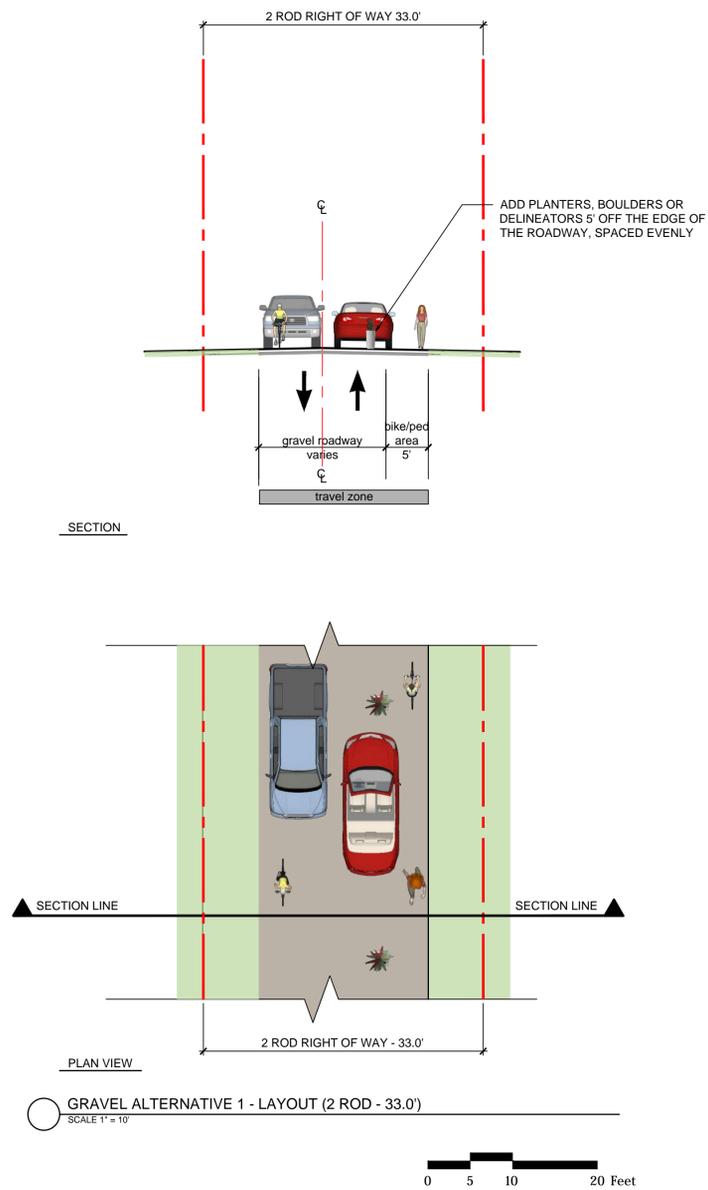


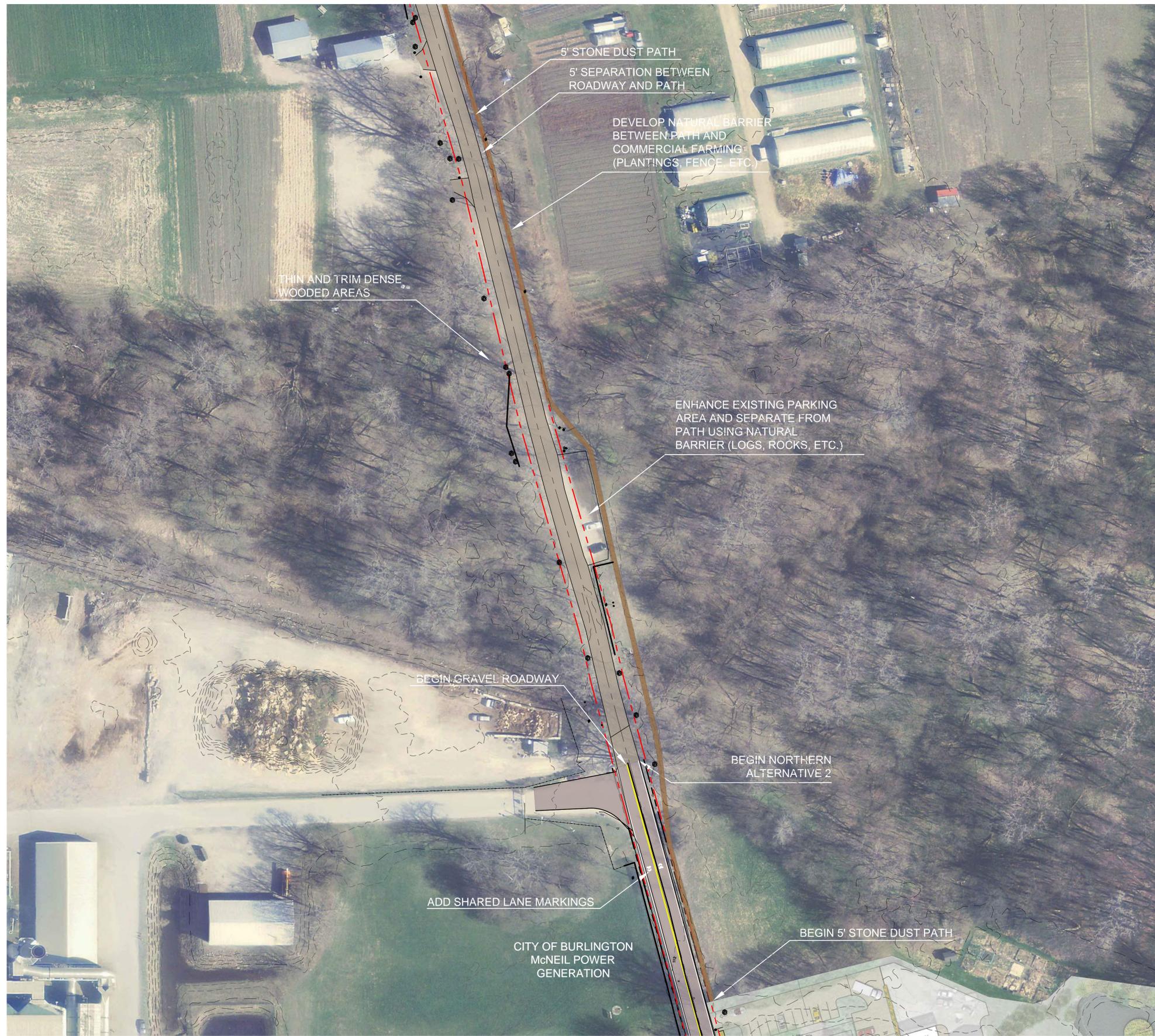
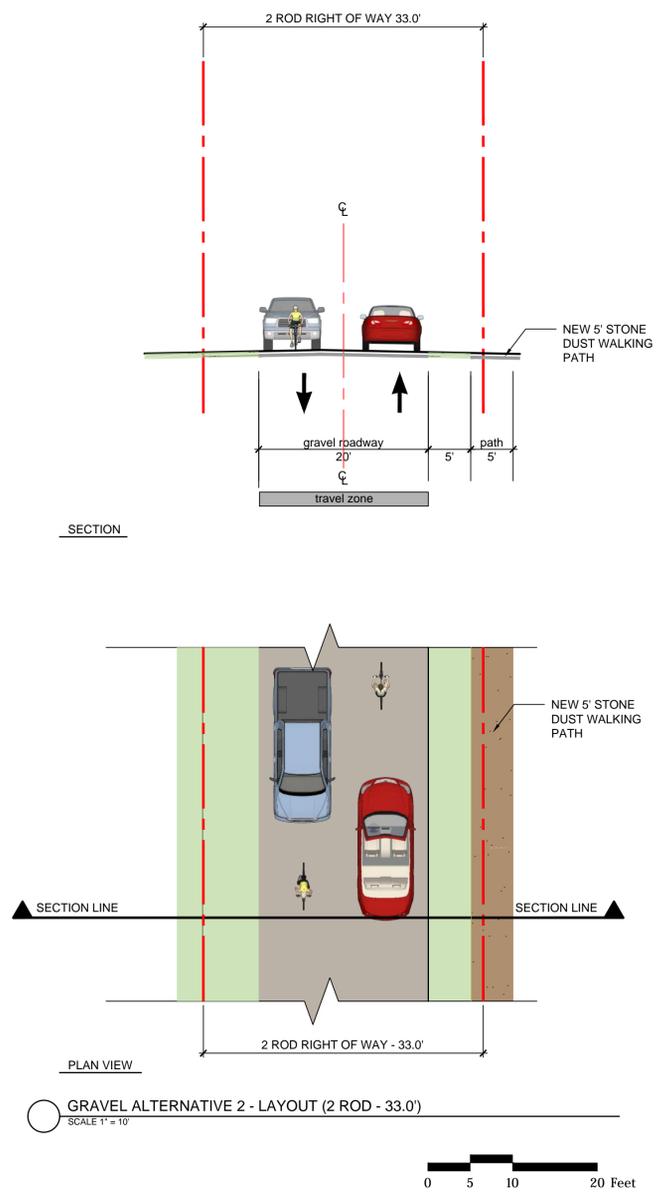


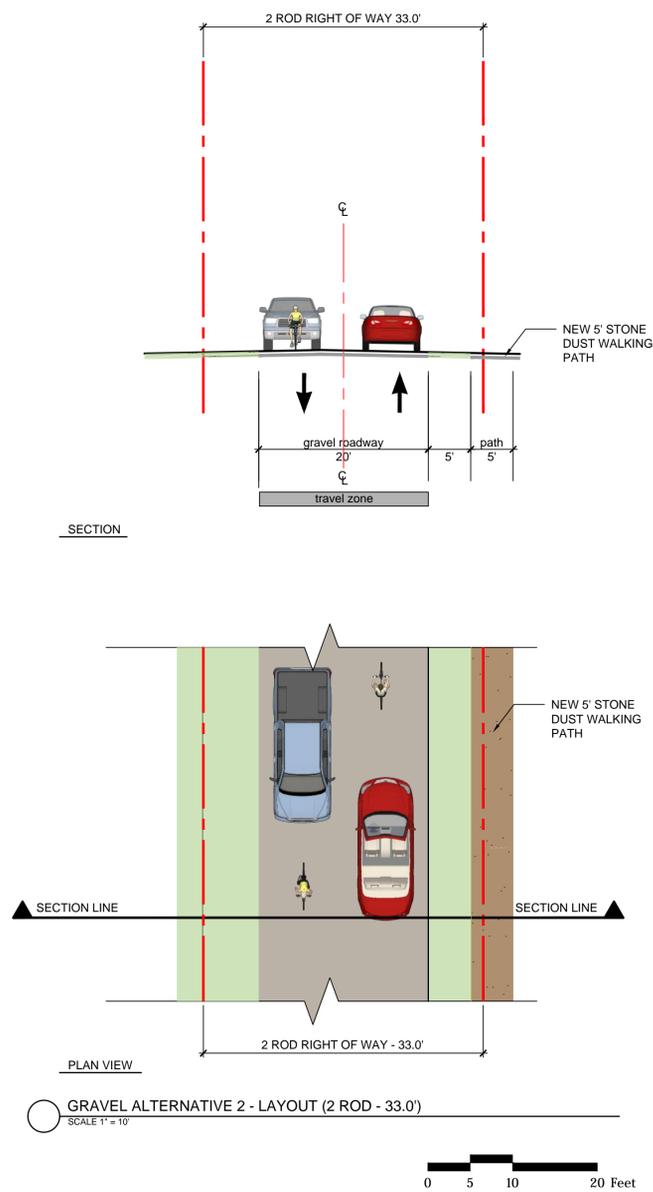
GRAVEL ALTERNATIVE 1 - LAYOUT (2 ROD - 33.0')

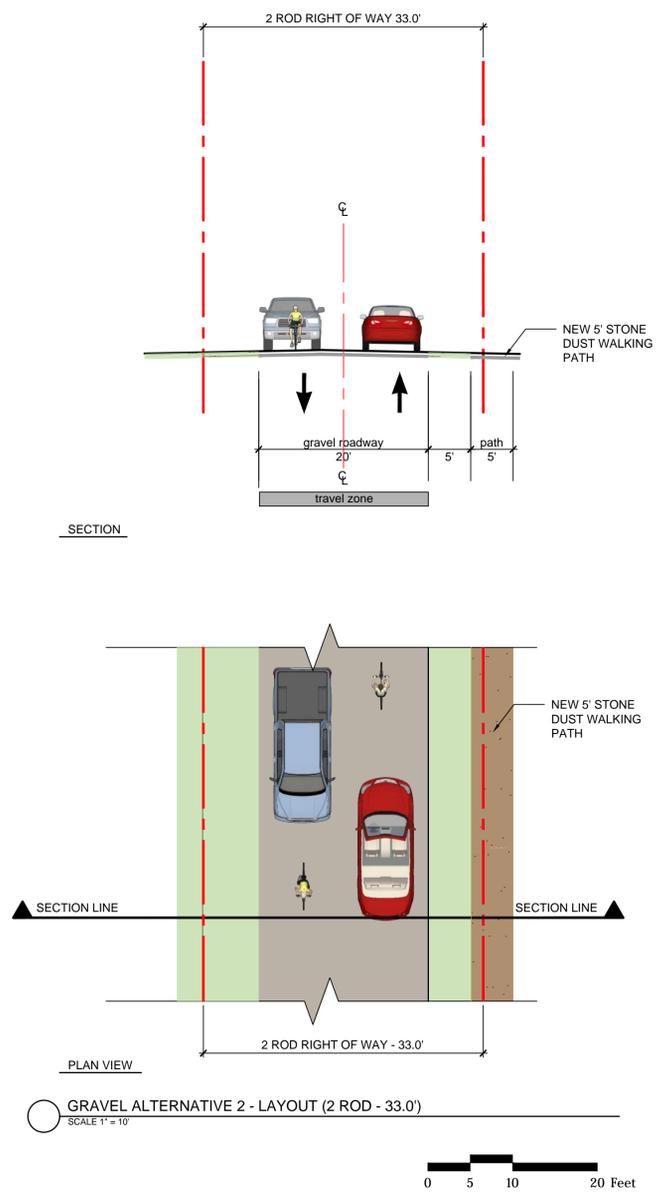
SCALE 1" = 10'











Appendix D - Conceptual Cost Estimate



Computations

Project: <u>Intervale Road Bike/Ped</u>	Project #: <u>57998.00</u>
Location: <u>Burlington, VT</u>	Sheet: _____
Calculated by: <u>ELQ</u>	Date: <u>4/11/18</u>
Checked by: _____	Date: _____
Title: <u>Conceptual Cost Estimate Calculations</u>	

Conceptual Cost Estimates: Unit Costs

Estimated 5-ft Aggregate Sidewalks (no curb)

	Total Cost	Basic Cost	Cost Unit
5' Aggregate Sidewalk uncurbed	\$59	\$25	Feet

* Source: Report on Shared-Use Path and Sidewalk Unit Costs. VTrans Bicycle and Pedestrian Program. August 2014)

Unit Cost: \$59 per foot

Estimated 8-ft Shared Use Path Costs (Bituminous Concrete)

	Total Cost	Basic Cost	Cost Unit
8' Shared Use Path Uncurbed	\$197	\$69	Feet

* Source: Report on Shared-Use Path and Sidewalk Unit Costs. VTrans Bicycle and Pedestrian Program. August 2014)

Unit Cost: \$197 per foot

Estimated 10-ft Shared Use Path Costs (Bituminous Concrete)

	Total Cost	Basic Cost	Cost Unit
10' Shared Use Path Curbed	\$257	\$119	Feet

* Source: Report on Shared-Use Path and Sidewalk Unit Costs. VTrans Bicycle and Pedestrian Program. August 2014)

Unit Cost: \$257 per foot

Estimated 10-ft Shared Use Path Costs (Aggregate Material)

	Total Cost	Basic Cost	Cost Unit
10' Unpaved Shared Use Path	\$169	\$59	Feet

* Source: Report on Shared-Use Path and Sidewalk Unit Costs. VTrans Bicycle and Pedestrian Program. August 2014)

Unit Cost: \$169 per foot



Computations

Project: Intervale Road Bike/Ped Project #: 57998.00
Location: Burlington, VT Sheet: _____
Calculated by: ELQ Date: 4/11/18
Checked by: _____ Date: _____
Title: Conceptual Cost Estimate Calculations

Conceptual Cost Estimates: Unit Costs

Estimated Striped Crosswalk & Signs

	Est. Cost	Cost Unit
<u>Striped Crosswalk</u>	<u>\$750</u>	<u>Each</u>

* Source: Pedestrian and Bicycle Information Center Coss for Pedestrian and Bicyclist Infrastructure Improvements

Unit Cost: \$750 each

Estimated Shared Lane Markings & Signs

	Est. Cost	Cost Unit
<u>Bike Lane Markings & Signs</u>	<u>\$10,000</u>	<u>Mile</u>

* Source: Report on Shared-Use Path and Sidewalk Unit Costs. VTrans Bicycle and Pedestrian Program. August 2014)

Unit Cost: \$10,000 per mile

Gravity Block Retaining Wall

	Est. Cost	Cost Unit
<u>Retaining Wall (Gravity Block)</u>	<u>\$50</u>	<u>SF</u>

* Source: Report on Shared-Use Path and Sidewalk Unit Costs. VTrans Bicycle and Pedestrian Program. August 2014)

Unit Cost: \$50 per sf



Computations

Project: Intervale Road Bike/Ped
Location: Burlington, VT
Calculated by: ELQ
Checked by:
Title: Conceptual Cost Estimate Calculations

Project #: 57998.00
Sheet:
Date: 4/11/18
Date:

Conceptual Cost Estimates: Unit Costs

Estimated Railroad Crossing Reconstruction Cost

	Est. Cost	Cost Unit
Railroad Crossing	\$70,000	Each

* Source: VTrans Bid History

Unit Cost: \$70,000 Each

Estimated Roadway Reconstruction Cost

	Est. Cost	Cost Unit
Roadway Reconstruction (Mill and Fill)	\$65	Feet

* Source: Research of previous projects

Unit Cost: \$65 per foot

Roadway Widening

	Est. Cost	Cost Unit
Pavement Widening	\$28	Feet

* Source: Report on Shared-Use Path and Sidewalk Unit Costs. VTrans Bicycle and Pedestrian Program. August 2014)

Unit Cost: \$28 per foot per 4 foot width

Streetscape Improvements

	Est. Cost	Cost Unit
Streetscape (lights, plantings etc.)	\$200	Feet

* Source: Research of previous projects

Unit Cost: \$200 per foot



Computations

Project:	<u>Intervale Road Bike/Ped</u>	Project #:	<u>57998.00</u>
Location:	<u>Burlington, VT</u>	Sheet:	<u> </u>
Calculated by:	<u>ELQ</u>	Date:	<u>6/15/18</u>
Checked by:	<u> </u>	Date:	<u> </u>
Title:	<u>Conceptual Cost Estimate Calculations</u>		

Conceptual Cost Estimates - Paved Section

Alternative 1 - Shared Lane Markings

<u>Design Element</u>	<u>Unit Cost</u>	<u>Quantity</u>	<u>Total Cost</u>
Bike Lane Markings & Signs	\$10,000	0.379	\$3,788
Striped Crosswalk	\$750	2	\$1,500
SUBTOTAL			\$5,288
25% Contingency			\$1,322
15% Mobilization and Traffic Control			\$793
15% Engineering and Design			\$793
10% Resident Engineer			\$529
		SUBTOTAL	\$8,725
		Rounding	\$1,275
		TOTAL	\$10,000

Alternative 2 - Shared Use Path Striped Buffer

<u>Design Element</u>	<u>Unit Cost</u>	<u>Quantity</u>	<u>Total Cost</u>
8' Shared Use Path Uncurbed	\$197	1900	\$374,300
Bike Lane Markings & Signs	\$10,000	0.379	\$3,788
Retaining Wall (Gravity Block)	\$50	600	\$30,000
Roadway Reconstruction (Mill and Fill)	\$65	1500	\$97,500
Railroad Crossing	\$70,000	1	\$70,000
Striped Crosswalk	\$750	2	\$1,500
SUBTOTAL			\$577,088
25% Contingency			\$144,272
15% Mobilization and Traffic Control			\$86,563
15% Engineering and Design			\$86,563
10% Resident Engineer			\$57,709
		SUBTOTAL	\$952,195
		Rounding	\$7,805
		TOTAL	\$960,000



Computations

Project: Intervale Road Bike/Ped Project #: 57998.00
Location: Burlington, VT Sheet: _____
Calculated by: ELQ Date: 6/15/18
Checked by: _____ Date: _____
Title: Conceptual Cost Estimate Calculations

Conceptual Cost Estimates - Paved Section

Alternative 3 - Shared Use Path with Curbed Buffer and Bike Lane

Design Element	Unit Cost	Quantity	Total Cost
10' Shared Use Path Curbed	\$257	1900	\$488,300
Roadway Reconstruction (Mill and Fill)	\$66	1500	\$99,450
Retaining Wall (Gravity Block)	\$50	960	\$48,000
Railroad Crossing	\$70,000	1	\$70,000
Striped Crosswalk	\$750	2	\$1,500
Streetscape (lights, plantings etc.)	\$200	1500	\$300,000
SUBTOTAL			\$1,007,250
25% Contingency			\$251,813
15% Mobilization and Traffic Control			\$151,088
15% Engineering and Design			\$151,088
10% Resident Engineer			\$100,725
SUBTOTAL			\$1,661,963
Rounding			\$8,038
TOTAL			\$1,670,000



Computations

Project: Intervale Road Bike/Ped Project #: 57998.00
Location: Burlington, VT Sheet: _____
Calculated by: ELQ Date: 6/15/18
Checked by: _____ Date: _____
Title: Conceptual Cost Estimate Calculations

Conceptual Cost Estimates - Gravel Section

Alternative 1 - Shared Road with Dividers

Design Element	Unit Cost	Quantity	Total Cost
Dividers/Planters/Boulders	\$20	75	\$1,500
Tree thinning/trimming	\$5,000	1	\$5,000
SUBTOTAL			\$6,500
25% Contingency			\$1,625
15% Mobilization and Traffic Control			\$0
15% Engineering and Design			\$0
10% Resident Engineer			\$0
		SUBTOTAL	\$8,125
		Rounding	\$1,875
		TOTAL	\$10,000

Alternative 2 - 5' Aggregate Path

Design Element	Unit Cost	Quantity	Total Cost
5' Aggregate Sidewalk uncurbed	\$59	2250	\$132,750
Tree thinning/trimming	\$10,000	1	\$10,000
SUBTOTAL			\$142,750
25% Contingency			\$35,688
5% Mobilization			\$7,138
15% Engineering and Design			\$21,413
10% Resident Engineer			\$14,275
		SUBTOTAL	\$221,263
		Rounding	\$8,738
		TOTAL	\$230,000

Appendix E - Evaluation Matrix

Intervale Road Pedestrian and Bicycle Feasibility Study Evaluation Matrix

			Asphalt Segment (Riverside Avenue to McNeil Plant)			Gravel Segment (McNeil Plant to Pent Gate)	
		No Build	Alternative 1 Shared Lanes	Alternative 2 Shared Lanes + 8' Path	Alternative 3 Shared Lanes + 10' Path + Lighting	Alternative 1 Shared Road w/ Dividers	Alternative 2 5' Aggregate Path
Costs	Engineering, Permitting, Construction Inspection	\$0	\$2,000	\$150,000	\$410,000	\$0	\$40,000
	Roadway/Path Construction	\$0	\$8,000	\$810,000	\$1,260,000	\$9,000	\$190,000
	Total*	\$0	\$10,000	\$960,000	\$1,670,000	\$9,000	\$230,000
Engineering	Typical Section	No Change	11' Shared Use Lanes Striped Shoulders (1'-3')	11' Shared Use Lanes 3' Striped Buffer 8' Shared Use Path	11' Shared Use Lanes 3' Curbed, Landscaped Buffer 10' Shared Use Path	+/- 15' Unstriped Gravel Roadway 5' Separated Bike/Ped Area	+/- 20" Unstriped Gravel Roadway 5' Natural Pathway with 5' Separation from Roadway
	Bicycle Access	No Change	Shared Use Lane Markings	Shared Use Lane Markings 8' Shared Use Path	Shared Use Lane Markings 10' Shared Use Path	Separated Area	No Change
	Pedestrian Access	No Change	Delineated Shoulders	Shared Use Path	Curb Separated Shared Use Path	Separated Area	Separated Walkway
	Vehicle Safety	No Change	Narrowed Lanes	Narrowed Lanes	Narrowed Lanes	Narrowed Lanes	No Change
	ROW Impacts	None	None	Minor <i>Shared Use Path encroaches on private property from Gardener's Supply Company driveway to Intervale Center Entrance</i>	Minor <i>Shared Use Path encroaches on private property from Gardener's Supply Company driveway to Intervale Center Entrance</i>	None	Minor <i>All impacts occurring on Intervale Center land which has shared interest in a partnership</i>
Impacts	Agricultural Lands	None	None	None	None	None	Likely
	Archaeological	None	None	Likely	Likely	Likely	Likely
	Historic	None	None	None	None	None	None
	Hazardous Materials	None	None	None	None	None	None
	River Corridor	None	None	Potential	Potential	Potential	Potential
	Fish & Wildlife	None	None	None	None	None	None
	Rare, Threatened & Endangered Species	None	None	Potential	Potential	Potential	Potential
	Wetlands	None	None	Potential	Potential	Potential	Potential
	New Impervious Surfaces	None	Very Minor	Yes	Yes	None	Yes
	Stormwater Accommodations	No Change	No Change	No Change	Curb and Closed Drainage Added	None	None
Local	Aesthetics	No Change	No Change	Improved	Highly Improved	Improved	Improved
	Community Character	No Change	No Change	Improved	Highly Improved	Improved	Improved

* Total estimated cost includes 25% contingency. Does not include right-of-way costs.

Appendix F - Public Participation



Intervale Road Pedestrian and Bicycle Access Feasibility Study



January 10, 2018

Meeting Agenda

- **Introductions**
- **Review of Project Scope and Schedule**
- **Review of Previous Studies and Planning Efforts**
- **Discuss Potential Alternatives for Evaluation**
- **Next Steps**

Project Background

- **Goal:** Enhance community access to a dynamic Intervale District through implementation of ***bicycle and pedestrian*** improvements along Intervale Road.
- **Current Effort:** *Scoping Study* to identify existing conditions, evaluate alternatives, engage stakeholders, and select a preferred alternative.
 - *Scoping:* Phase in the Project Development process that moves a recognized problem from an idea through the development of alternatives and environmental screening



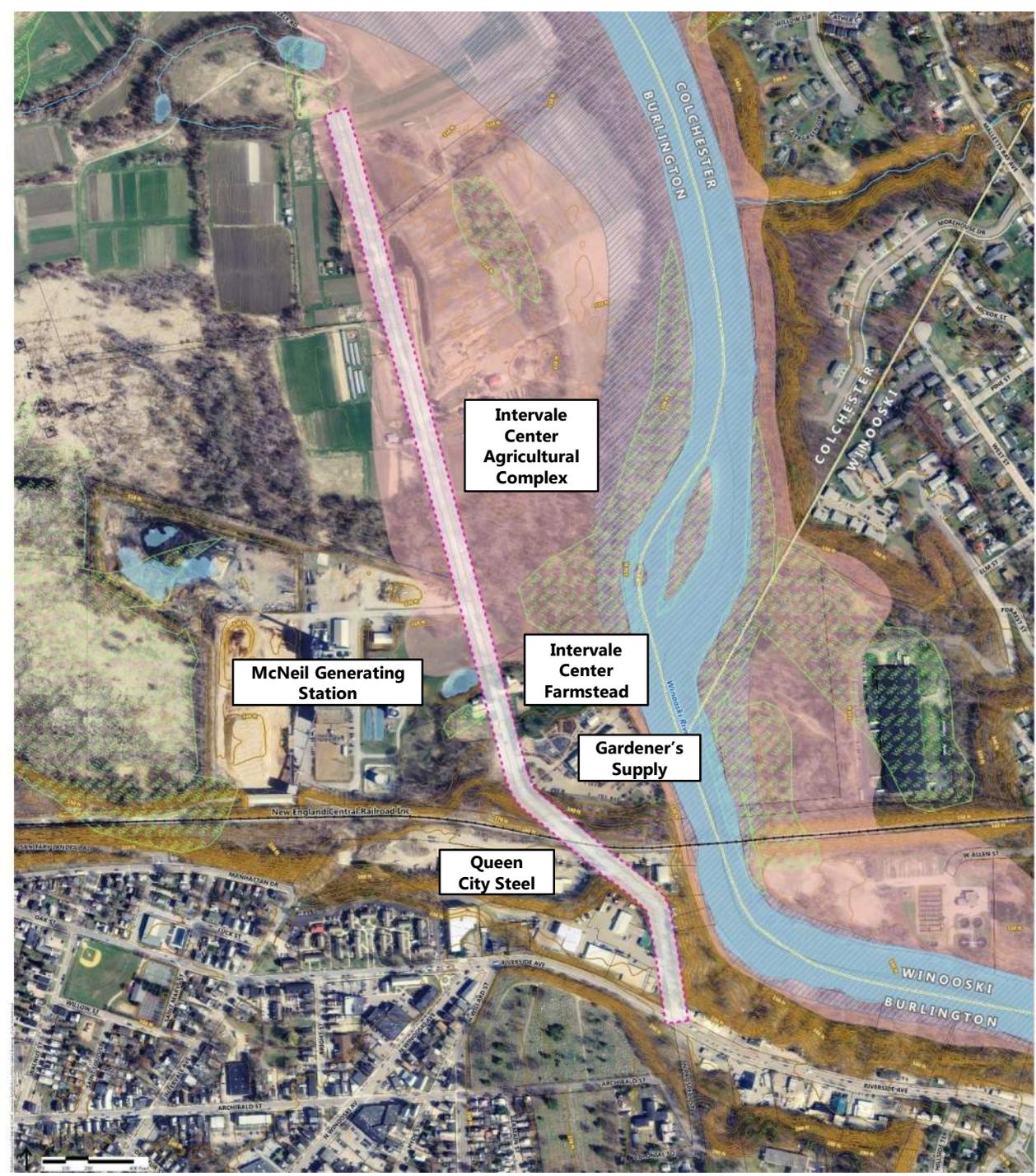


Scope and Schedule

- **Kick-Off Meeting:** *Completed October 2017*
- **Topographic Survey:** *Completed December 2017*
- **Existing Conditions Assessment:** *October - December*
- **Local Concerns Meeting:** **Tonight**
- **Alternatives Assessment:** *January – March 2018*
- **Alternatives Presentation:** *April 2018*
- **Preferred Alternatives Selection:** *May 2018*
- **Scoping Report:** *June 2018*

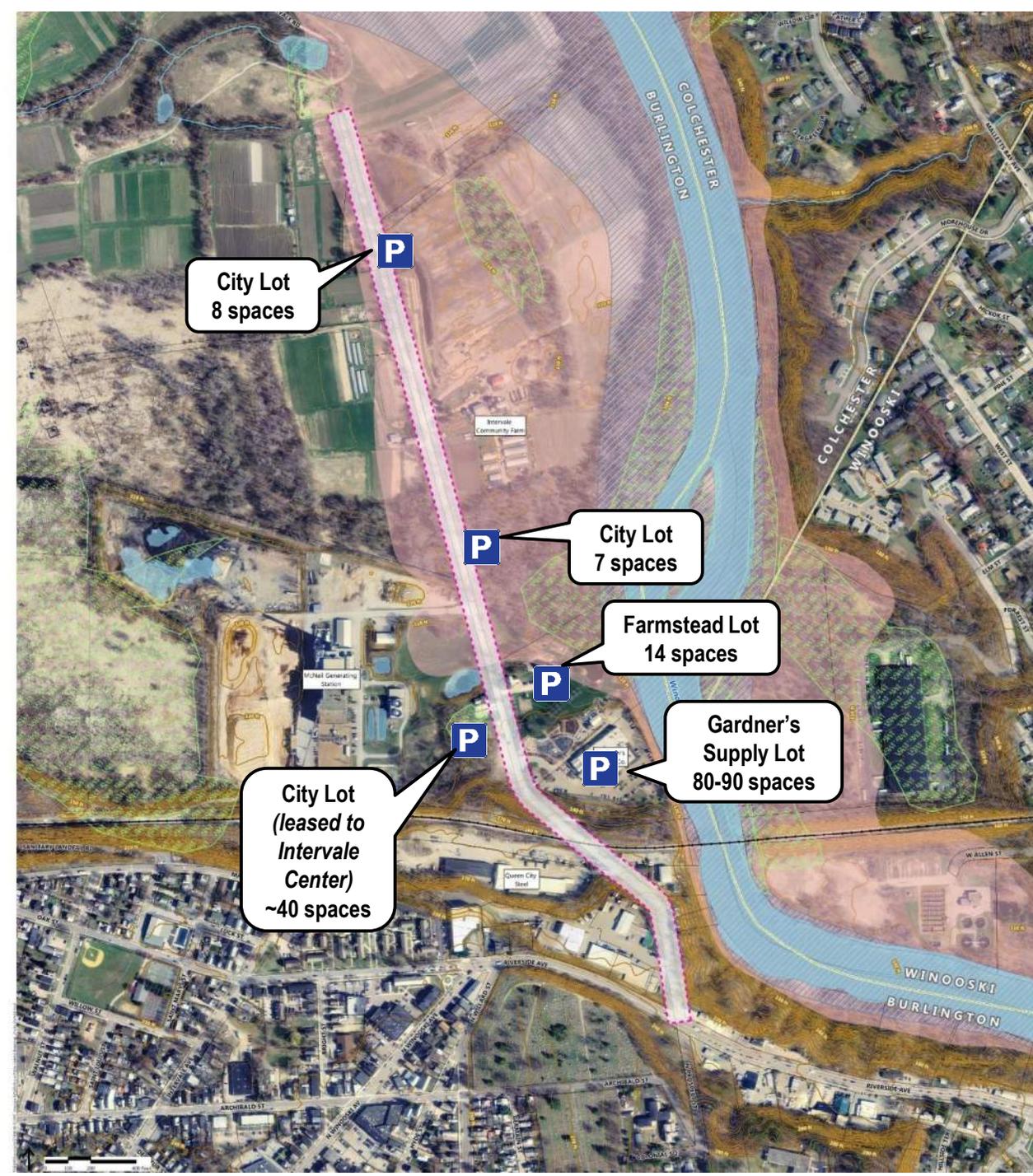
Project Area Overview

- Project Area Length – 4,500 feet
 - 1,500 feet paved
 - 3,000 feet gravel
- Posted Speed
 - 25 mph south end
 - 15 mph north end
- Right-of-way
 - 49.5' south end
 - 33' north end
- New England Central Railroad At-Grade Crossing



Project Area Overview

- Traffic mix:
 - Chip trucks, farmers, CSA pick-ups, Intervale event visitors, Gardener's Supply customers
- No formal bicycle and/or pedestrian facilities
- 3 reported crashes between 2012-2016
 - None involving bicyclists or pedestrians
- Various public & private parking lots along Intervale Road

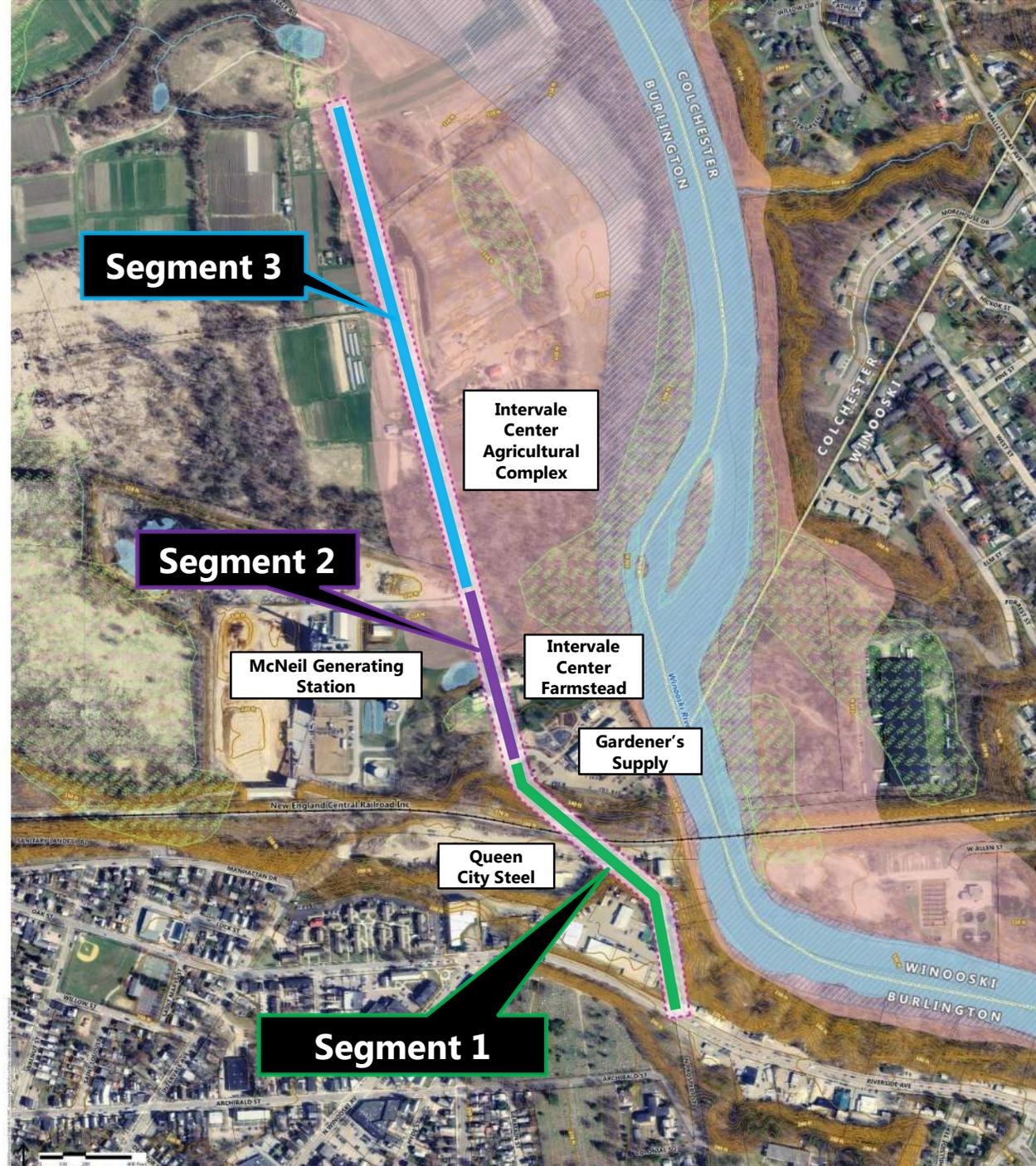


Review of Previous Studies

- **Burlington Transportation Plan**
 - Identified as a "*Bicycle Street*" classification
- **Burlington Parks, Recreation & Waterfront Master Plan**
 - Mid-term recommendations (FY19 – 22) include formalizing and improving recreation trails
- **PlanBTV Walk Bike Master Plan (*right*)**
 - Long term recommendation for Advisory Bike Lane
- **Intervale Recreation Survey**
 - Monday August 31, 2015
 - 65% Vehicles
 - 18% Walkers and Joggers
 - 13% Bicyclists
 - 4% Trucks
- **Intervale Traffic Study**
 - July 2017 Summervale:
 - 60% Vehicles
 - 30% Walkers
 - 10% Bicyclists



Project Segments



Segment 1





25 mph
speed

Decorative
Lighting

Utility
Poles

Curbing

Curbing



Street Lighting

Limited sight distance

Utility Poles

Trailhead

Guard Rail

No Curbing

No Curbing



**Rail
Crossing**

Utility Poles

**Steep
slope**

**Steep
slope**

**Guard
Rail**

Pedestrians!

**Sight Distance
Limitations**

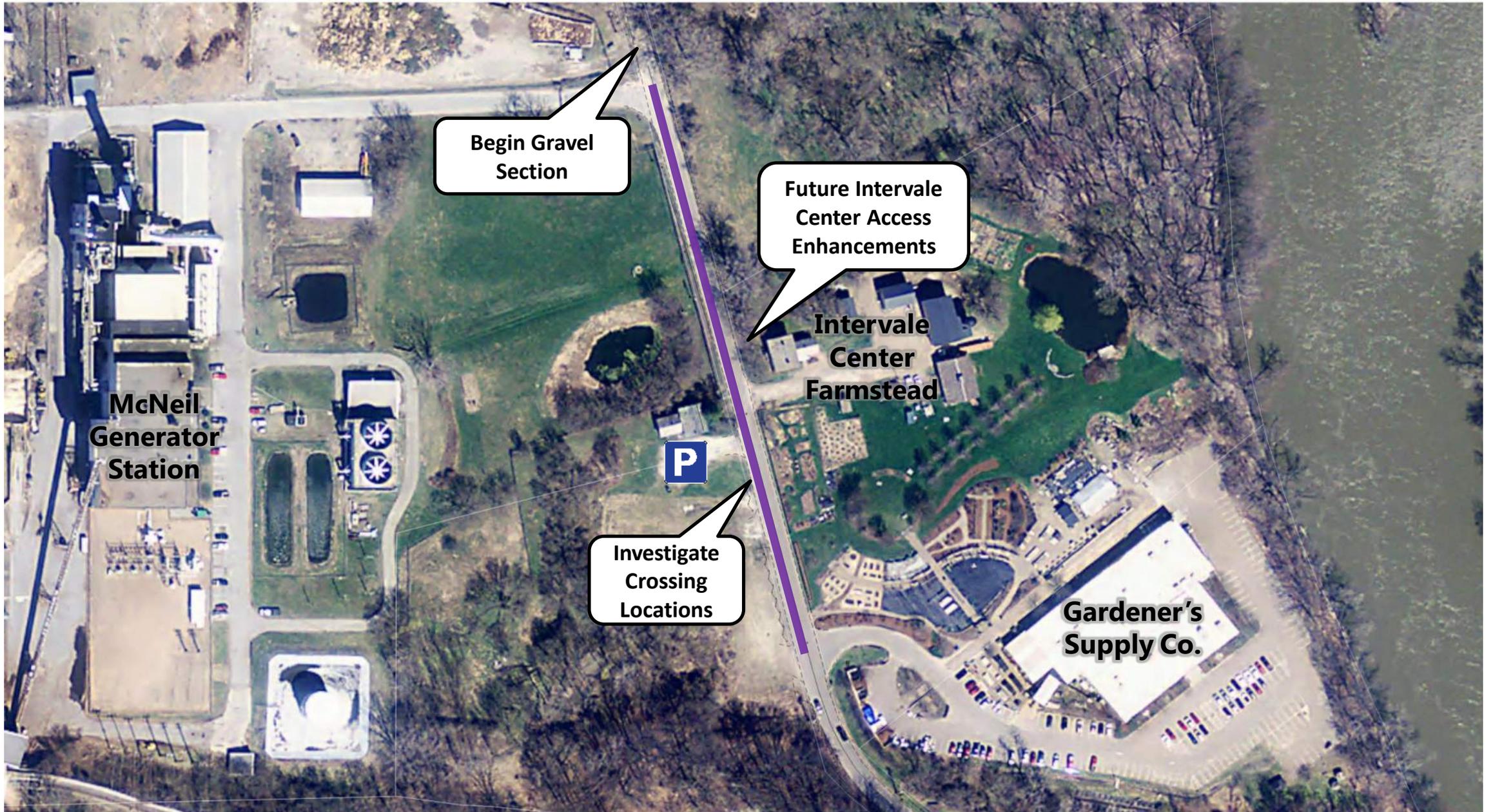
SPEED
LIMIT
25

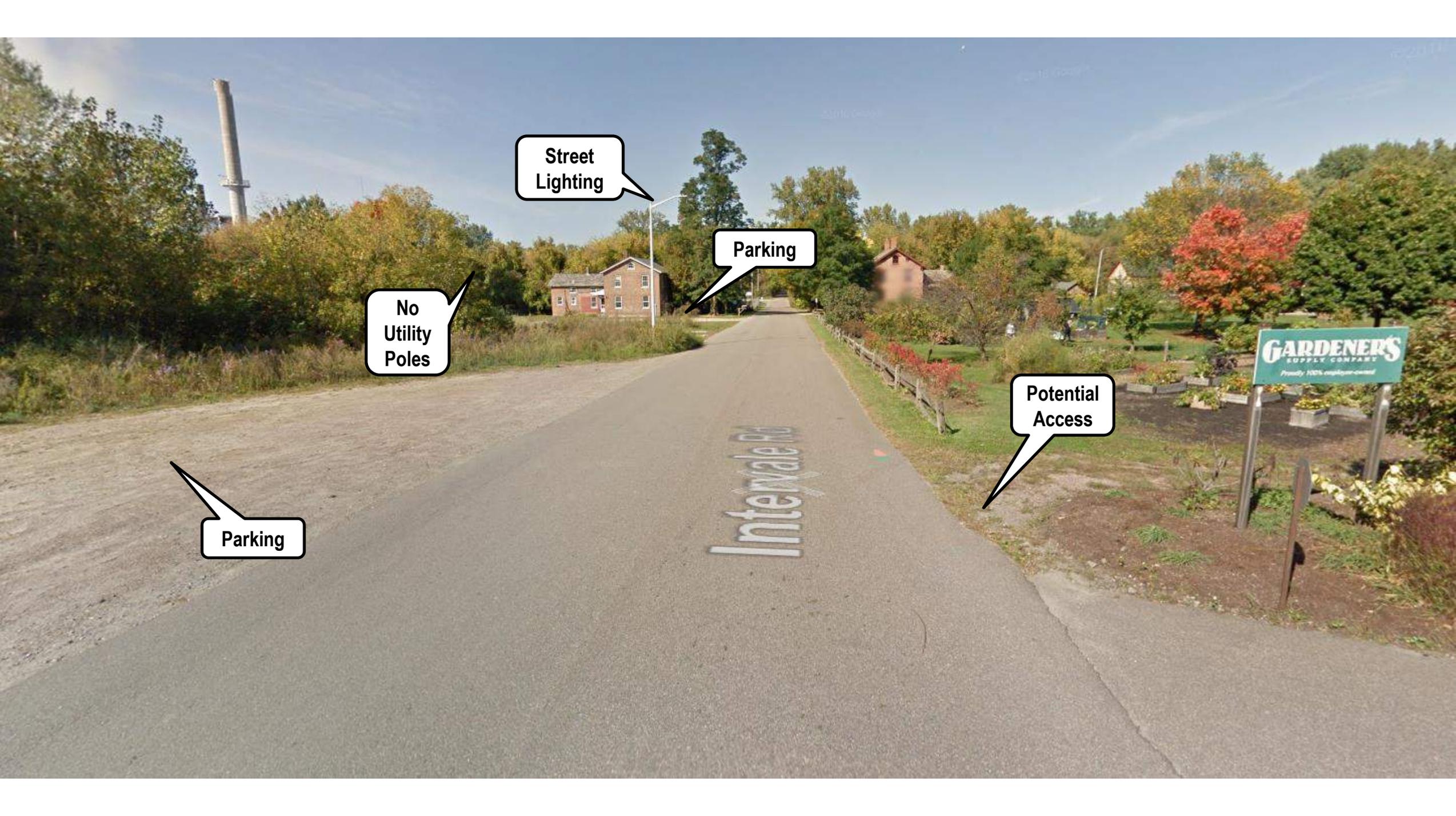
**Utility
Poles**

Interval



Segment 2





Street Lighting

Parking

No Utility Poles

Potential Access

Parking

GARDENERS
SUPPLY COMPANY
Proudly 100% employee-owned

NATIVE SHRUB HEDGE
TO SCREEN MULCHYARD

NEW STRAIGHT SPLIT
RAIL FENCE

NATIVE STREET TREES

CONCRETE SIDEWALK
FROM RIVERSIDE

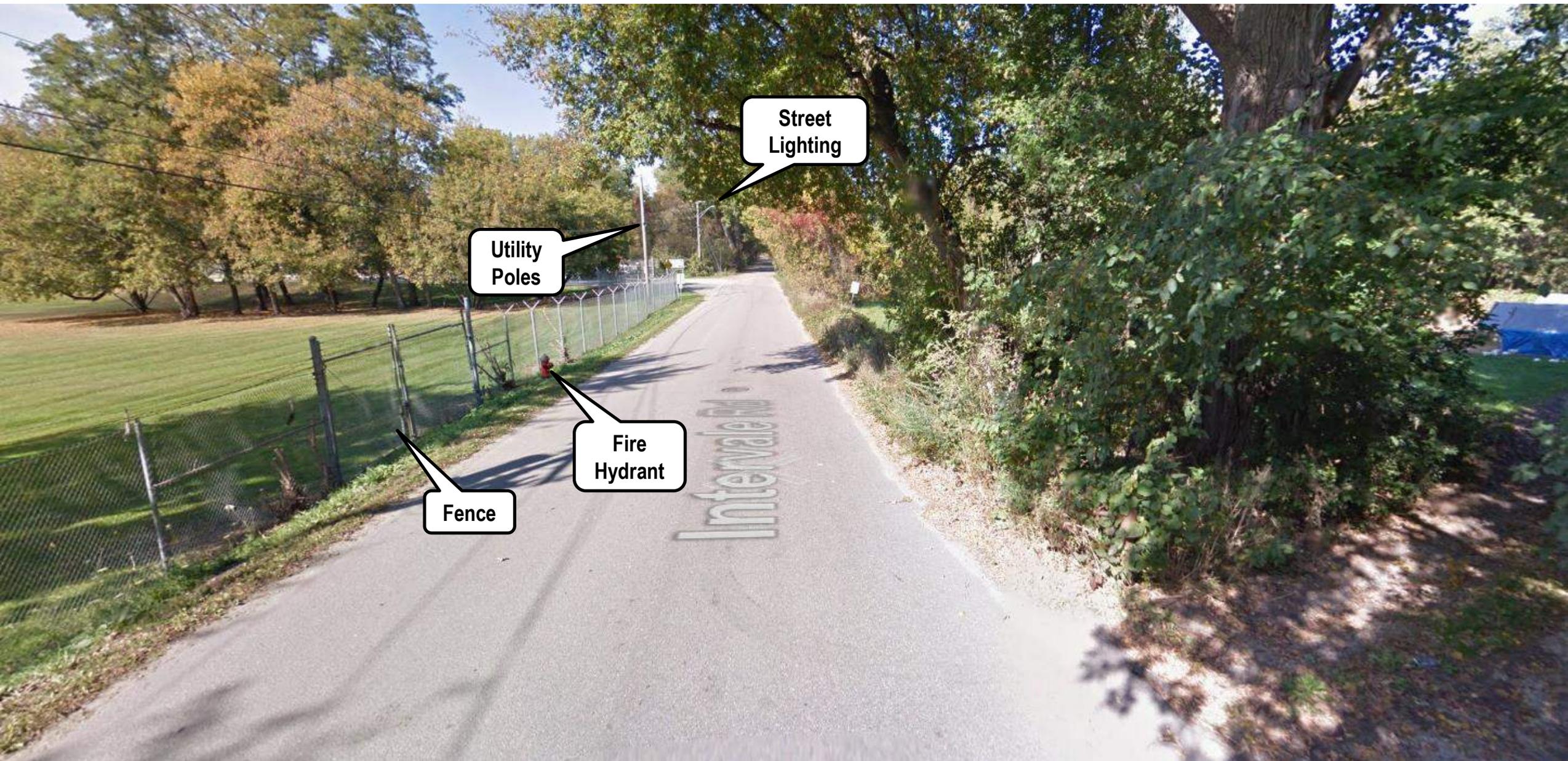
PAINTED CROSSWALK IN
'INTERVALE GREEN'

DWARF LILAC HEDGE TO
UNIFY STREET EDGE

NEW ENTRANCE IN
LINE WITH TREE ALLEE

ENTRY 'MARKERS'/SIGNAGE
INSPIRED BY AGRICULTURAL/FARM
EQUIPMENT





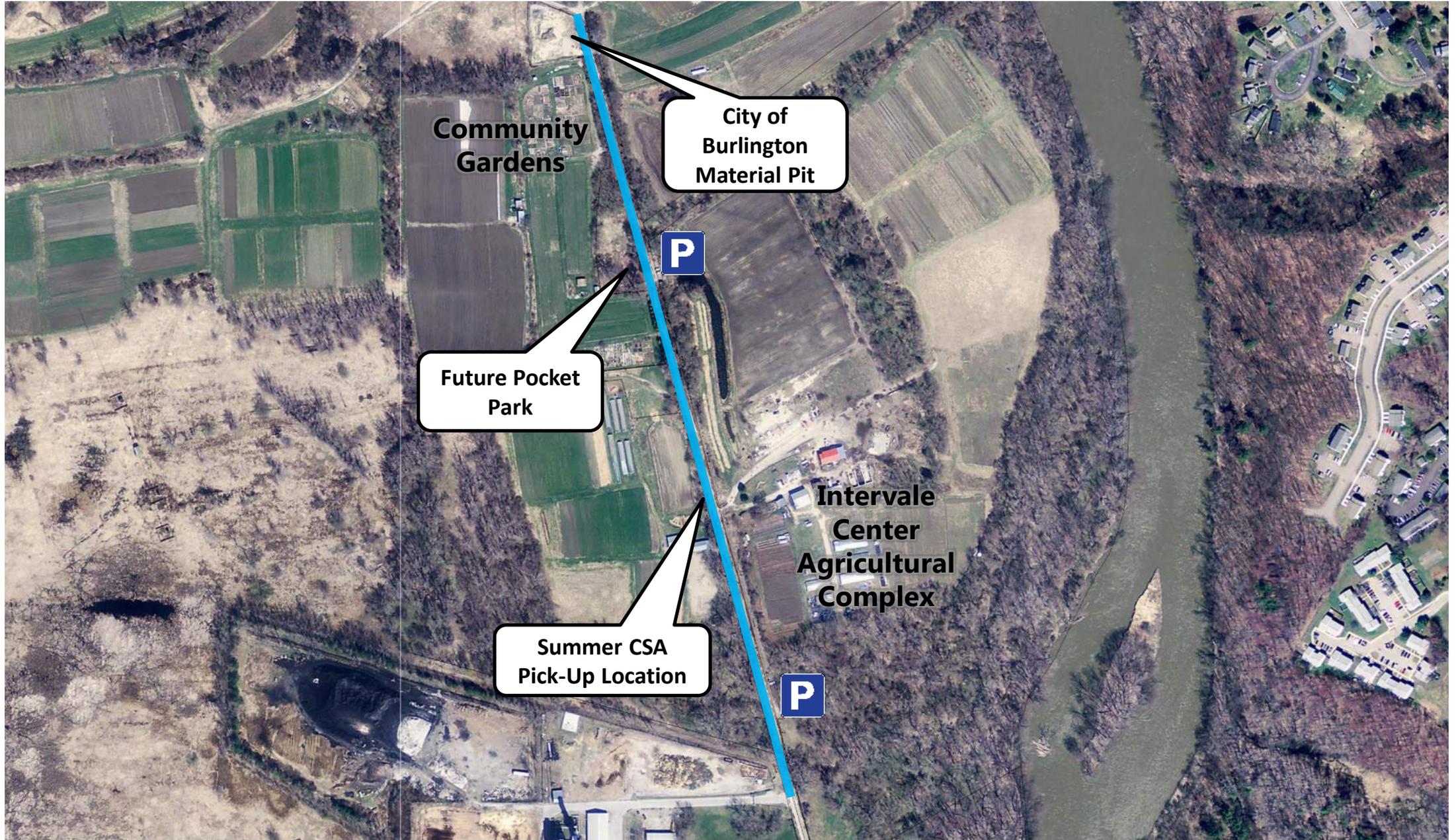
Fence

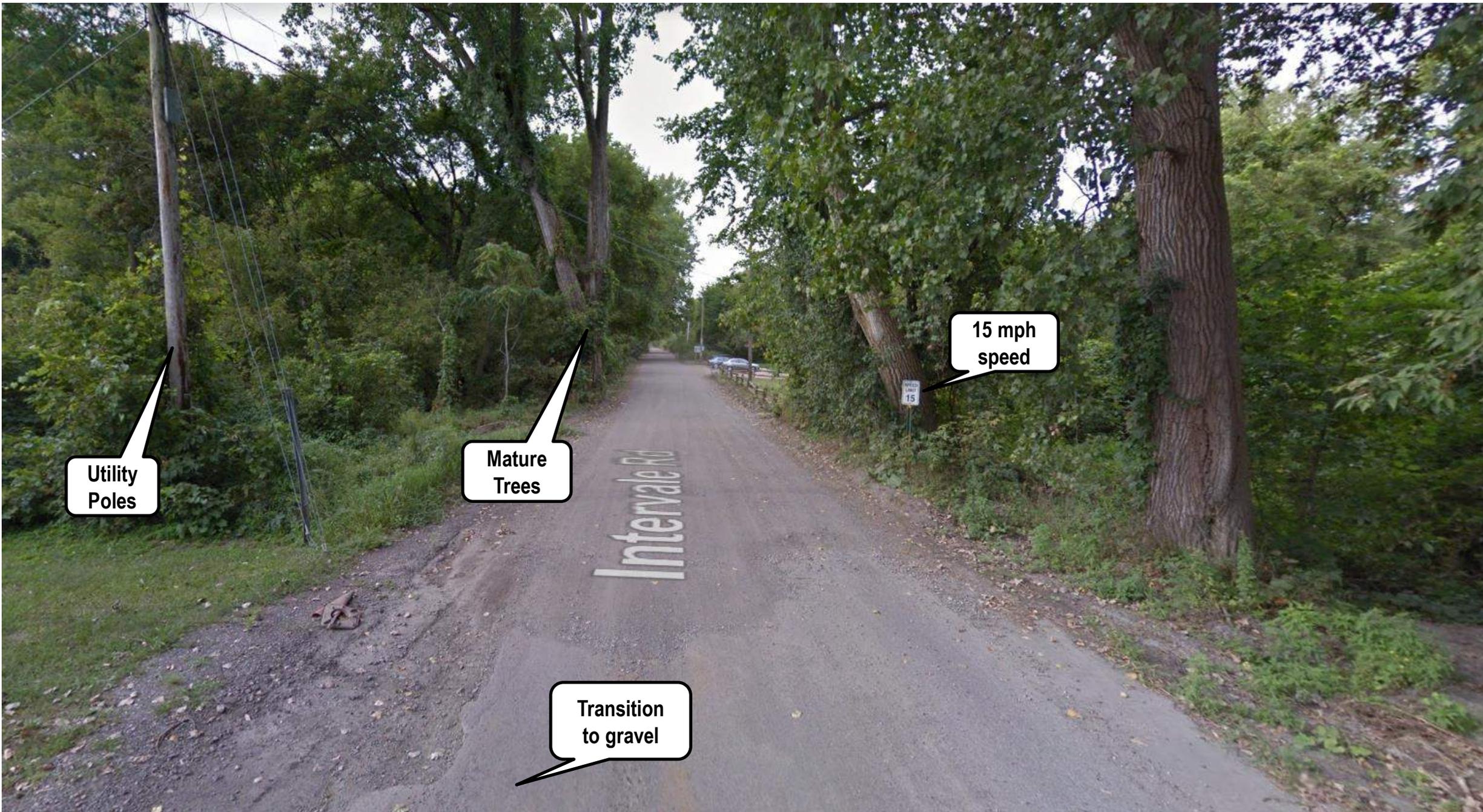
Fire Hydrant

Utility Poles

Street Lighting

Segment 3





Utility Poles

Mature Trees

Transition to gravel

15 mph speed



Trail head

Parking

Utility Poles

Intervale Rd

Potential Alternatives: Segment 1

Right-of-Way

Right-of-Way

9 ft

Shared Use Path?

28 ft

Sidewalks?
Bike Lanes?

12.5 ft

What Can We Do With 49.5 feet?

- 5 ft Sidewalk
- 8-10 ft Shared Use Path
- 5 ft Bike Lanes
- 10 ft Vehicle Lanes
- 5 ft Tree Belt

Potential Alternatives: Segment 2

What Can We Do With 33 feet?

- 5 ft Sidewalk
- 8-10 ft Shared Use Path
- 5 ft Bike Lanes
- 10 ft Vehicle Lanes



Potential Alternatives: Segment 3

Right-of-Way

Right-of-Way

Natural Path?

13ft

20ft

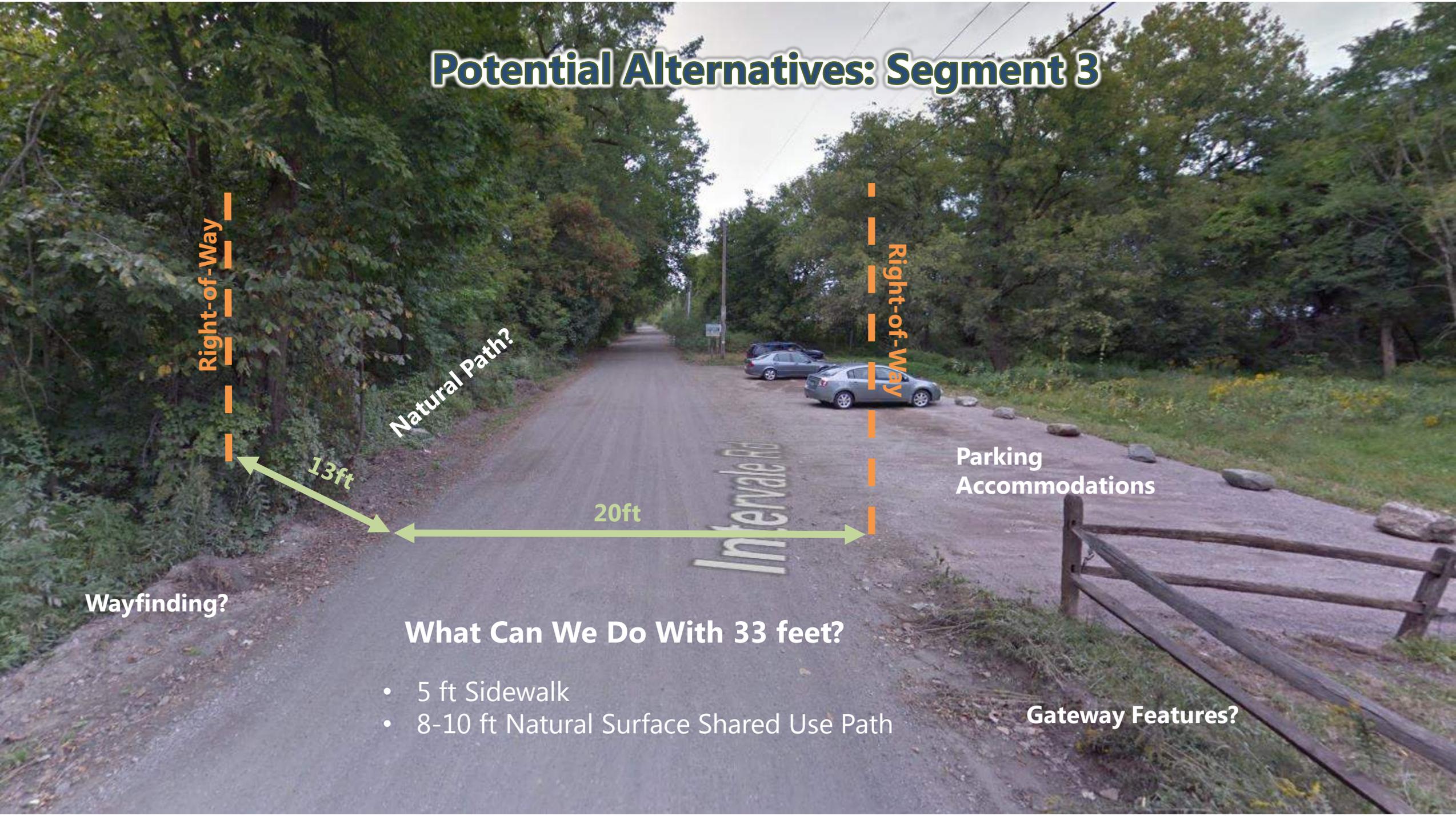
Parking Accommodations

Wayfinding?

What Can We Do With 33 feet?

- 5 ft Sidewalk
- 8-10 ft Natural Surface Shared Use Path

Gateway Features?



Next Steps

- **Alternatives Assessment:** January – March 2018
- **Alternatives Presentation:** April 2018
- **Preferred Alternatives Selection:** May 2018
- **Final Scoping Report:** June 2018

Stay Connected

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Natural Resource Review

- Most of the project area is in the Winooski River Corridor
- Nearby wetland areas
- Rare and Threatened Species
- Significant Natural Communities





Meeting Notes

Place: Gardener's Supply Meeting
Room

Date: January 10, 2018

Notes Taken by: Stephanie Wyman

Project #: 57998.00

Re: Intervale Road Bicycle and Pedestrian Scoping Study Public
Meeting

ATTENDEES

Intervale Center - Travis Marcotte, Chelsea Frisbee

Intervale Community Farm – Andy Jones, Silas Blanson

Burlington Electric Department - Betsy Lesnikoski, Paul Piking

Burlington Public Works Department – Nicole Losch, Chapin Spencer, Phil Peterson

CCRPC - Peter Keating, Chris Dubin

Resident/News Channel 5 - Tom Garris

VHB – Dave Saladino, Stephanie Wyman

Chapin Spencer welcomed attendees and introduced the project.

Peter Keating noted that he will be attending Wards 1/8 and 2/3 NPA meetings in February to talk about the project.

David Saladino presented an overview of the project, including existing conditions and potential alternatives for the three identified segments of the Intervale Road corridor.

Comments and input for each of the segments follows.

SEGMENT 1: Riverside Avenue to Bottom of Hill

- The curves near the railroad tracks are difficult to traverse for trucks due to nearby speed limit signs and limited site distance. The uphill curve is more difficult to traverse in a vehicle – brush is close to the road, train tracks, bicycle and pedestrians to look out for, and very tight when tractor trailer trucks are driving through.
- People leaving the Gardner's Supply parking lot often do not look north (right) before turning into the roadway which poses a hazard both for motorists and pedestrians going south on Intervale Road towards Riverside Ave.
- In 2017 the truck traffic count was at 4,846 trucks total (chip trucks and tree service) traversing the road to McNeil. These are heavy, loaded trucks (some with trailers) that are filled with brush.
- Concerns with a defined multi-use path is that cyclists may become "blind" to pedestrians while using the protected corridor, especially where there are corners and areas of limited sight distance. However, the thought is that most cyclists will prefer to ride in the roadway while going down the hill from Riverside Ave towards the Intervale and would only choose to use the multi-use path for going up the hill. The exception to

this would be parents with young children who would like to keep them off of the road, in which case there is the possibility of cyclists going down the hill, albeit at a much slower speed than a typical cyclist using the road.

- Therefore, an option could be a shared use lane traveling north towards the Intervale, and a multi-use path on the west side for pedestrians and cyclists traveling uphill.
- Overall feedback, preferred option would be a single multi-use trail, rather than having sidewalks on both sides.
- The multi-use path option would require cutting into the embankment, which brings along the possibility of improved sight distance. This option would also likely require a retaining wall and drainage considerations.
- It would be possible with this option to propose at 4'-5' bike lane, a striped buffer area (for tractor trailer use as necessary) and the striping of the two through lanes.
- Chapin has concerns about the path crossing the railroad tracks. What requirements would the city need to abide by for bringing the path across them at grade. Would there need to be formal signalization or a stop sign as is there today?
- According to McNeil staff, the train blocks traffic at least twice a day for a minimum of 20 minutes (the chip train). Additional train traffic does go through the area at a slightly faster speed, but is more unpredictable. This area is quite dangerous for pedestrians and cars alike.
- Other concerns: width of pedestrian crossing at top of Riverside Ave with Intervale Rd is too wide. This width is necessary to accommodate truck turning movements. Another suggestion is to paint a stop bar on the Intervale Road approach. Cars pull up too closely to the lights and trucks are unable to make their turn while vehicles are in this area.

SEGMENT 2 – Bottom of Hill to McNeil Driveway

- The Intervale Center has developed a series of concept sketches to show potential improvements at various locations around their property. They are interested to see how their concept drawings mesh with the Intervale Road improvements. The Intervale Center is currently leasing land from the City on the west side where the parking lot is. Questions with how do pedestrians access their property from the parking lot and where should a mid-block crossing be located. Additionally, how and where to engage the general public to understand all that the Intervale has to offer: Agriculture, conservation, and recreation.
- Public owned ROW is paved. For sidewalk placement – could the city expand their ROW to include more land for the sidewalk? City staff say that this could potentially be an option. However, the city would also like to have discussions with property owners to see if they would allow a sidewalk on their property. Currently all options are on the table.
- Things of concern to public works to note: Crosswalk locations, lighting, drainage, curbing
- Narrow right-of-way approximately 33' wide, with east side hugging the Intervale fence line.
- Do we continue an 8-foot multi-use path along the west side in this area and cross pedestrians to the Intervale Center property side to avoid conflict further down with the McNeil driveway?

- Things to consider: Sight distance for trucks at a mid-block crossing is critical for determining where this crossing location ends up.
- Crossing closer to McNeil (i.e. in front of Intervale Center) would have better sight distance and better placement for parking. This is a more natural crossing location and could also be a good transition for the trail to go from a paved path to a more natural path environment.
- At the McNeil entrance, BED staff would prefer to have the path be along the east side so that pedestrians are not crossing their driveway. Having pedestrians crossing their driveway poses a safety concern with the truck traffic. Additionally, the aesthetic of the path would be better if it were on the east side in this location due to the barbed wire fence on the McNeil property on the west side.

SEGMENT 3 – McNeil Driveway to North End of Project Limits

- It is important to note that while numerous trees along this segment are large, most are fast-growing cottonwood trees and not necessarily high value for preservation.
- How much is public parking utilized for community gardeners?
- Intervale Center would like to move public parking closer to the farmstead location. This would address some safety concerns such as lighting.
- This southerly public parking location does get utilized by those accessing the trail head. However, the Intervale would like to limit public parking availability at this location to deter people from using this parking area for unwanted uses (i.e. trash dumping, drug sales/use, loitering).
- Intervale Center is not concerned with the cottonwood trees along the edge of the roadway. They state many are less than 40 years old and could very easily be replaced with other vegetation along the path.
- A concrete sidewalk doesn't feel natural here. Question is raised do we even need to create a path in this area outside of the roadway if there are low traffic volumes through here? Should we put up bollards to separate out the road for pedestrian use?
- Intervale says approximately 1,200 people per week between 3-6 pm broken up into 2 days drive through here for CSA Pick-up. This makes walking along the roadway feel quite unsafe for pedestrians and would prefer there to be a separate path along this corridor as well.
- The Intervale Center would like something along the west or east side for pedestrians to have access to pull out of the road when trucks come through. It could be nice to have the trail along the east side so that it runs parallel between the roadway, and the trail along the River. They could then add spurs to access these pathways more easily.
- There is currently not enough space in this area to have trails within the ROW. The general feel is that the trail could exist on private property and the trail is designed to have a more 'natural feel' to it. There would need to be some sort of separation between the roadway and the path so that the area doesn't become just one large roadway. The Intervale Center stressed the need for a path/sidewalk for a safer option for the school groups that use this area to keep students out of the roadway.

- There is some concern over the driveway access points and if the sidewalk/trail is on the same side as these accesses how would the safety be addressed? There are other potential conflicts on the other side of the road as well.
- City staff wonders if the Intervale Center would be interested in taking over ownership of the unpaved roadway. This would mean that the Intervale Center would need to maintain the roadway, however, the city would still need full access to the yard.

NEXT STEPS

- Committee meetings should meet approximately twice in the next two months. Following that there will be more design work to flesh out the alternatives leading up to the next Public Meeting in May. These meetings will be opened up to public meeting attendees.
- Project stakeholders need to rally public support for this project as public/political support is necessary to advance funding for completion.

How Do You Think Walkers, Cyclists, and Drivers Should be Accommodated on Intervale Road?

In conjunction with the Chittenden County Regional Planning Commission, the City of Burlington is studying options to better accommodate all modes of travel along Intervale Road. Please join us **Monday June 18th from 4:00 - 6:00PM at the Intervale Barn** for an Open House and discussion on the pedestrian and bicycle options along Intervale Road

Visit <https://www.ccrpcvt.org/intervale-road-pedestrian-bicycle-access-feasibility-study> for regular updates on the Intervale Road Bike and Pedestrian Feasibility Study!

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Intervale Road Pedestrian and Bicycle Access Feasibility Study

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Enhance community access to a dynamic Intervale District through implementation of bicycle and pedestrian improvements along Intervale Road.

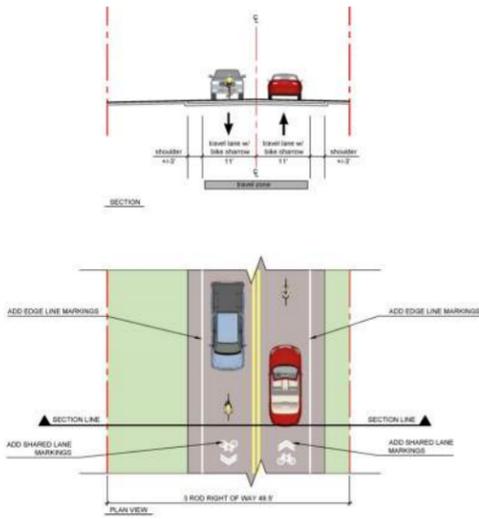
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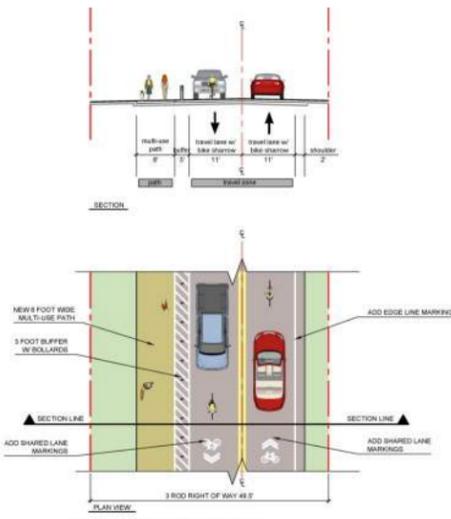
Alternative 1: Shared Lanes

Pedestrian Facilities: No change
 Bicycle Facilities: Shared lanes
 Other: None
 Estimated Cost: \$10,000



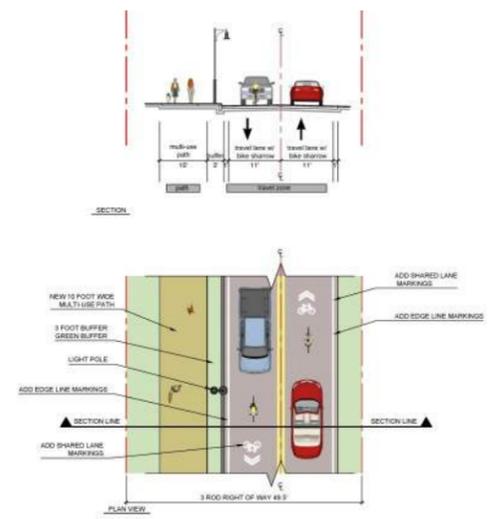
Alternative 2: Shared Lanes + 8' Path

Pedestrian Facilities: 8' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Bollards
 Estimated Cost: \$800,000



Alternative 3: Shared Lanes + 10' Path + Amenities

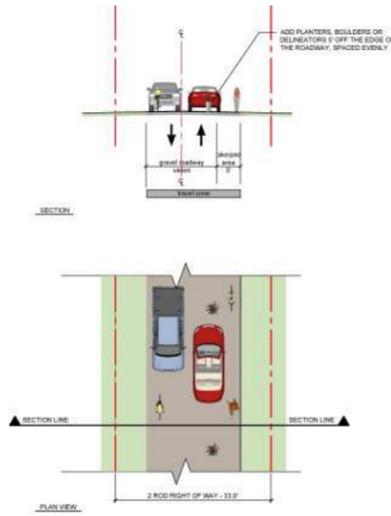
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 Estimated Cost: \$1,510,000



Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

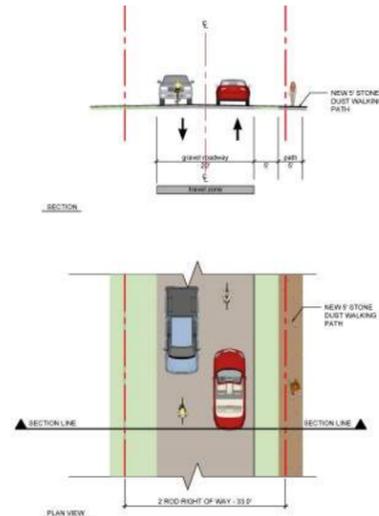
Alternative 1: Shared Road + Dividers

Pedestrian Facilities: Divided walkway
 Bicycle Facilities: Divided space
 Estimated Cost: \$9,000



Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Comments

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SIGN - IN

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Bonnie Acker	ICF	AckerArts@aol.com
John Leddy	ICF	j-leddy3@gmail.com
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John B. Marius	ICF	Marius100271@hotmail.com

SIGN IN

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Wendy Coe	Tammy Thompson Community Garden	wendycoe26@gmail.com

Public Comments on Intervale Road Improvement Alternatives
Intervale Open House, 6/19/18

Votes

Paved Section of Intervale Road	
Alternatives	Votes
1	2
2	21
3	27

Gravel Section of Intervale Road	
Alternatives	Votes
1	5
2	38

Added Comments

1. Safety

- a. Many emphasized the need for increased safety on the paved section as the road becomes more well-travelled. If there were protected walking/biking paths on both sections of road, traveling by foot or bike could be more enjoyable and accessible.
- b. Some said the proposed street lights could increase safety along the road for pedestrians and bikers (3)

2. Feasibility/speed of construction

- a. Though many wrote that they preferred the third alternative for the paved section or road, they supported the second alternative in hopes of faster installation.
- b. Alternative 1 for both sections of road could be good temporary solutions while other plans are pending. Many see this as an urgent issue (6).

3. Paved Section, Alternative 1

- a. Mentioned as a temporary option while funding/approval/planning is pending for more beneficial but costly options. Suggested that Charlebois, Queen City Steel, Gardener's supply, and McNeil would pay for it (9)

4. Paved Section, Alternative 2

- a. Concerns about maintenance of bollards, because they are sometimes hit by cars. Reference to other bollards in Burlington that have not been well-maintained. (5)
- b. Perhaps use planters instead of bollards—more reflective of the Intervale Center
- c. Some prefer Alt. 3, though support Alt. 2 as an improvement that could get finished sooner (3)

5. Paved Section, Alternative 3

- a. Support for street lights—would improve safety for pedestrians and bicyclists (4)
- b. Some don't see lighting as necessary, adding that removing them from the plan could decrease costs and increase the viability of this option. Lighting could be added later in time if necessary (4)
- c. A 10' separate path is necessary to accommodate different speeds and passing among pedestrians and bicyclists
- d. Compromise between Alternatives 2 and 3 to find something less costly—perhaps it would be better to have smaller, solar lights on paved section, 8 ft multi-use path instead of 10 ft, etc. Perhaps a simple raised curb could be constructed to protect the path (4)

6. Gravel Section, Alternative 1

- a. Some concern about the boulders causing difficulty for farm equipment and cars, as well as pedestrians and bicyclists.
- b. Worry that the town will not maintain the road/move boulders or planters when the road needs to be regraded and crowned. Perhaps impractical with the repeated need for regrading (3)
- c. One person liked the "Adopt-a-Planter" idea
- d. Concerns about cars pulling off into bike/ped zone. Could cause pot holes, collisions. Consider different pull-off zones for cars avoiding farm vehicles?
- e. Concerns about flooding on road

7. Gravel Section, Alternative 2

- a. Stray cat flower farm said that they would want a fence or evergreens planted on the outside of the walking path to keep dust down and thieves out—their farm is next to the gravel road
- b. Is there potential for lighting along the gravel section? (2)
- c. Concerns about flooding on road, needs good drainage and protection to prevent damage and puddles.
 - i. Perhaps walkway could be elevated to minimize flood risk (2)
 - ii. Special planting of water-intensive plants to increase infiltration and decrease ponding/flooding of road
- d. Having a separate path for bicyclists would make the road easier for farmers and safer for vulnerable users.

8. Additional concerns

- a. Request to ensure that Intervale Rd from Riverside to McNeill's is in DPW's paving database—didn't use to be.
- b. Request for a publicly-issued project plan with specific timelines when decisions are made

9. Other infrastructure ideas

- a. Connect bike path with Winooski valley parks district trailhead and Route 127 bike path, add wayfinding signs (4)

- i. Could be made to accommodate wheelchair-users
- b. Consider public transit link/bus stop on Intervale Road
- c. Enhanced parking area at trailheads, benches
- d. Add a bike share station at the Intervale (2)
- e. Future multi-use path over river along Blue Bridge into Winooski—for increased safety outcomes, no-vehicle route
- f. Car share hub
- g. EV Charging station
- h. Potholes on both sections of road need immediate action—are dangerous for bikers and harmful to cars
- i. Gravel section of road needs more frequent maintenance
- j. Consider separate, multi-use path along the northwest property line of Charlebois and Queen City steel for easier access from west side along Riverside—improves separation from vehicles
- k. Suggestion to do full roadway reconstruction to avoid such frequent maintenance
- l. District heating. Consider re-routing waste heat from McNeil to the city and to buildings in the Intervale
- m. Reconsider the road designs in general, with increased flooding risk.

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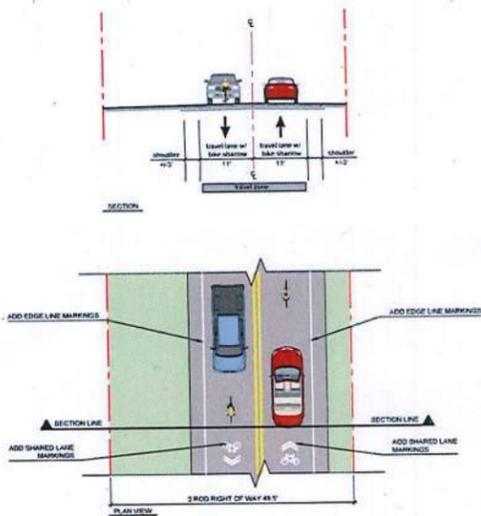
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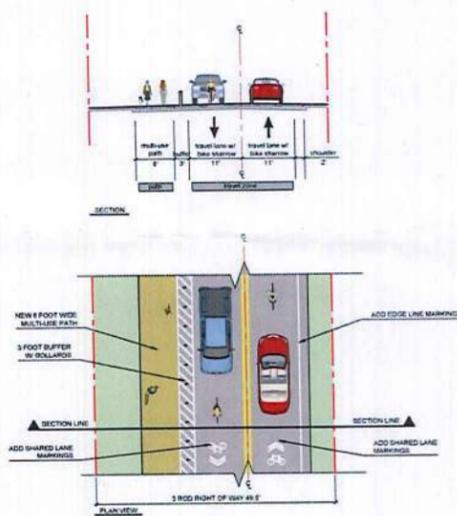
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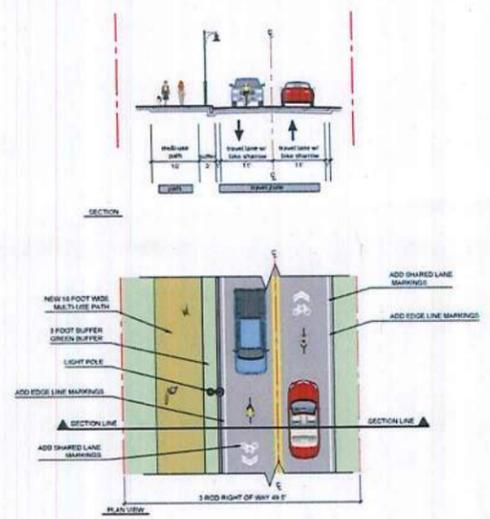
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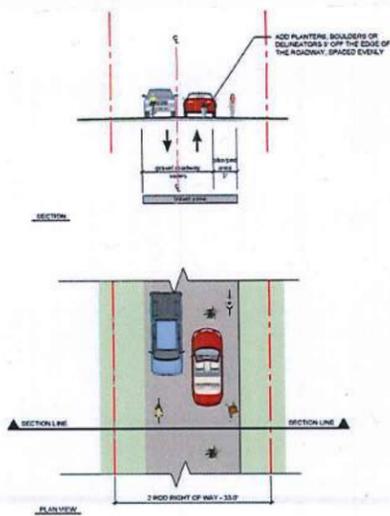


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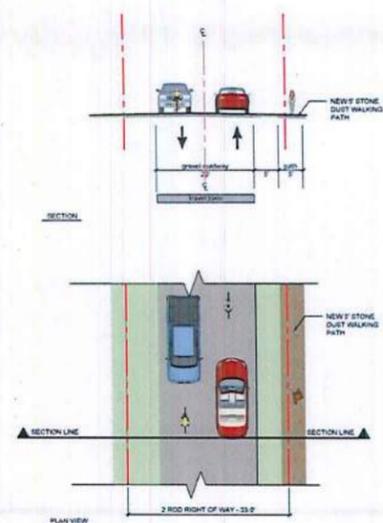
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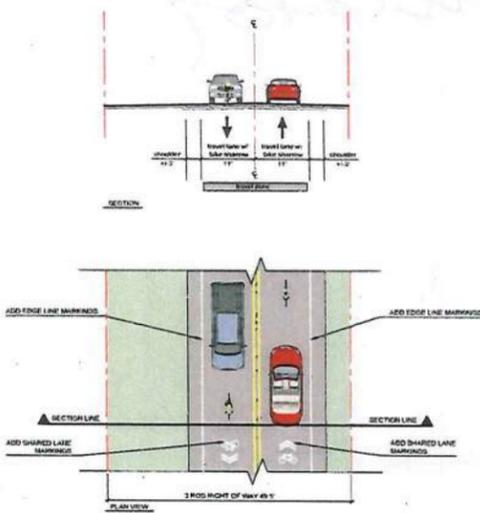
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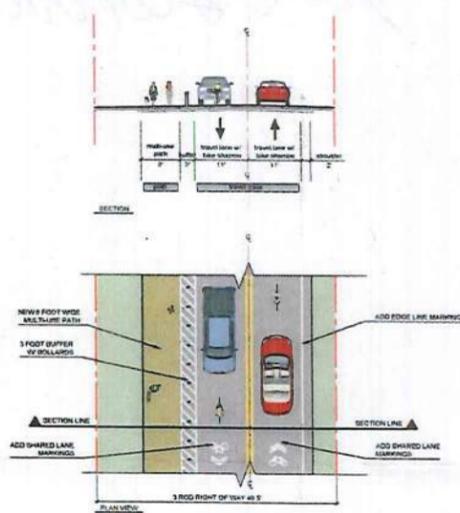
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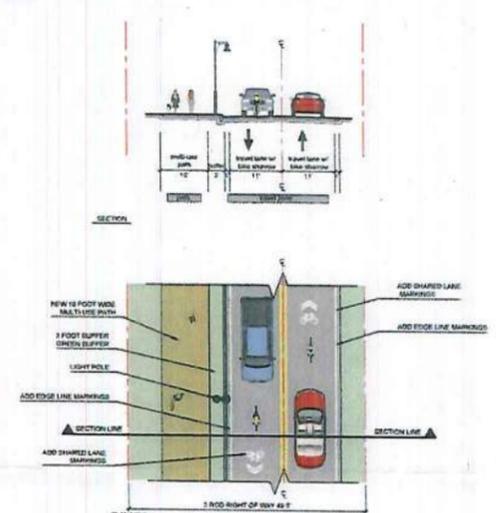
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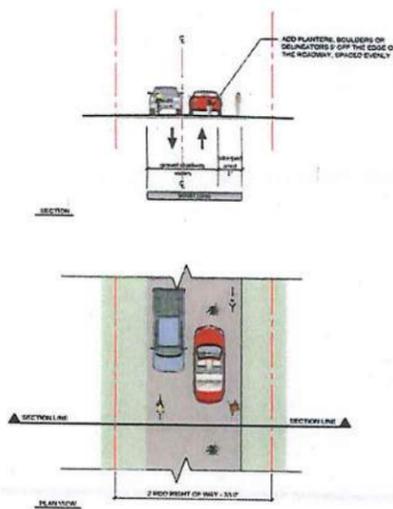
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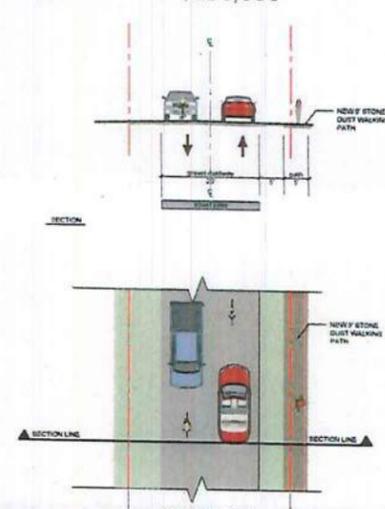
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Comments

Gravel

This would benefit the school groups that visit the Intervale throughout the school year, both on bicycles & walking.

- Burlington District Educator

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Intervale Road Pedestrian and Bicycle Access Feasibility Study

Project Overview

Project Goal

Enhance community access to a dynamic Intervale District through implementation of bicycle and pedestrian improvements along Intervale Road.

Current Feasibility Study

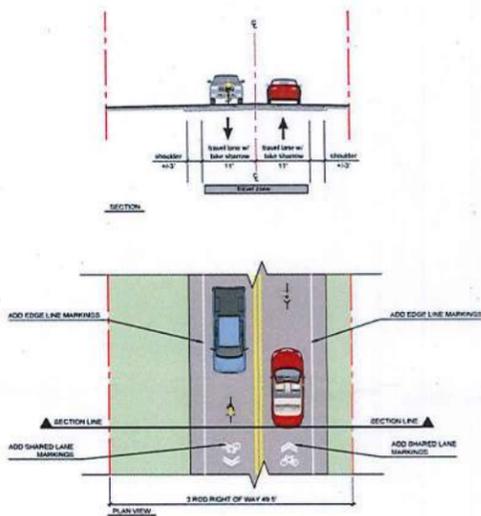
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Paved Section of Intervale Road

(Riverside Avenue to McNeil Driveway)

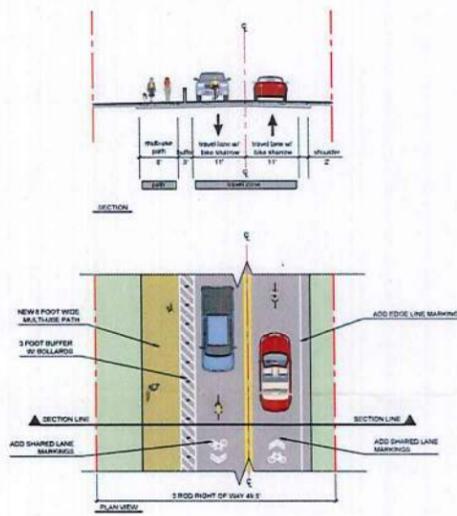
Alternative 1: Shared Lanes

Pedestrian Facilities: No change
 Bicycle Facilities: Shared lanes
 Other: None
 Estimated Cost: \$10,000



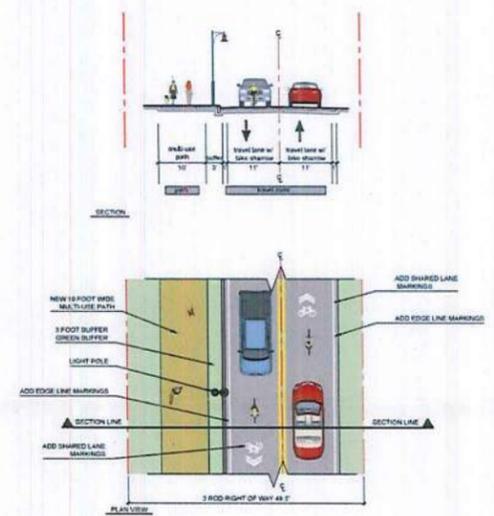
Alternative 2: Shared Lanes + 8' Path

Pedestrian Facilities: 8' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Bollards
 Estimated Cost: \$800,000



Alternative 3: Shared Lanes + 10' Path + Amenities

Pedestrian Facilities: 10' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Curbs, street lights
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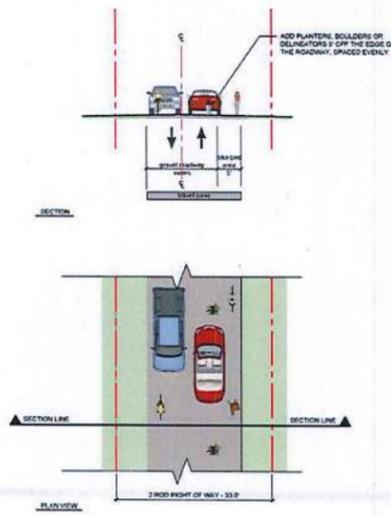


Gravel Section of Intervale Road

(McNeil Driveway to Pent Gate)

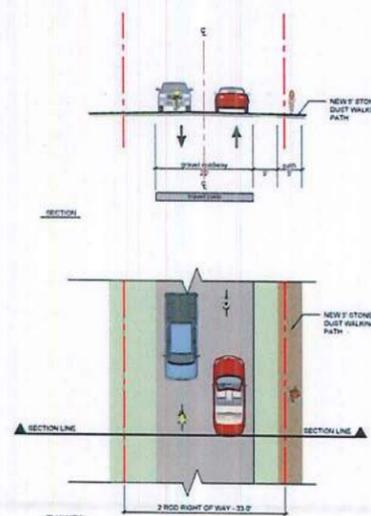
Alternative 1: Shared Road + Dividers

Pedestrian Facilities: Divided walkway
 Bicycle Facilities: Divided space
 Estimated Cost: \$9,000



Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Intervale Road Pedestrian and Bicycle Access Feasibility Study

Comments

This is a very necessary improvement with significant and increasing mixed use of this road.

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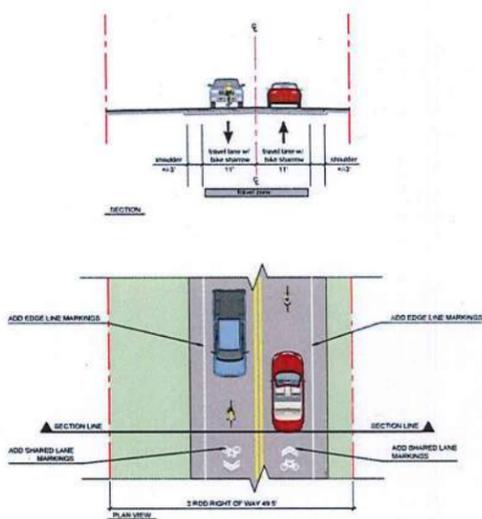
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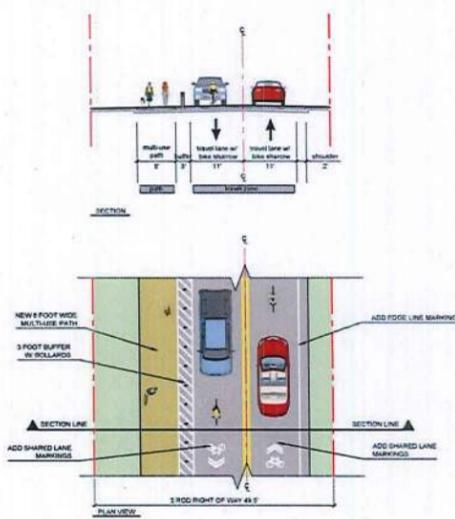
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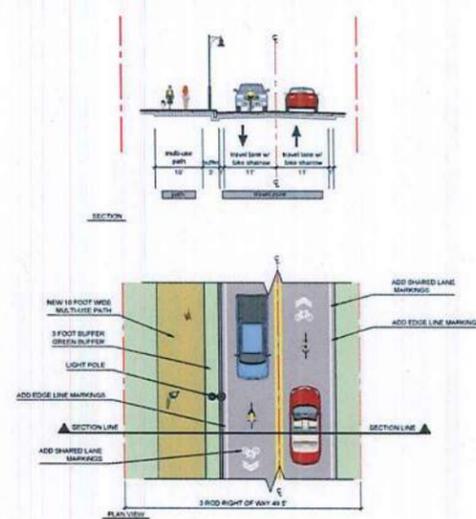
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08

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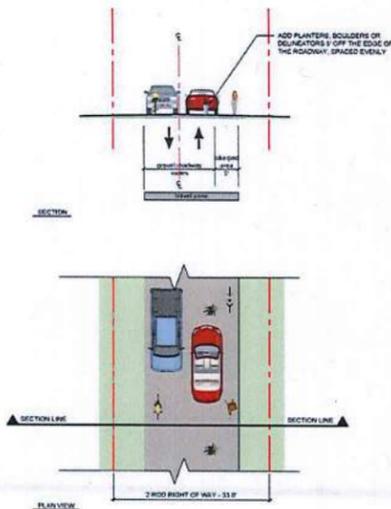
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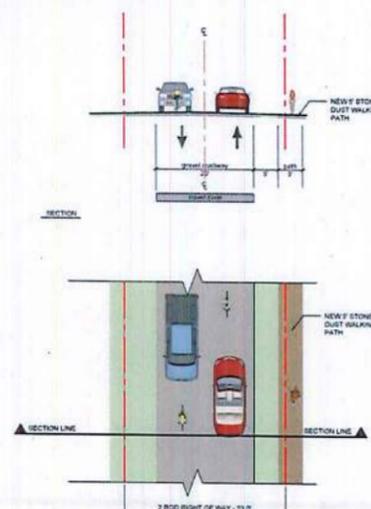
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Intervale Road Pedestrian and Bicycle Access Feasibility Study

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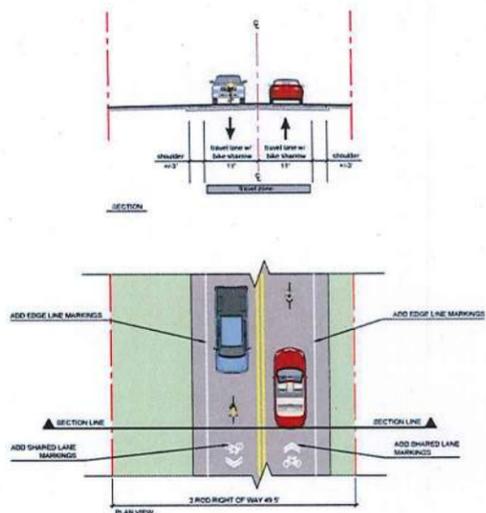
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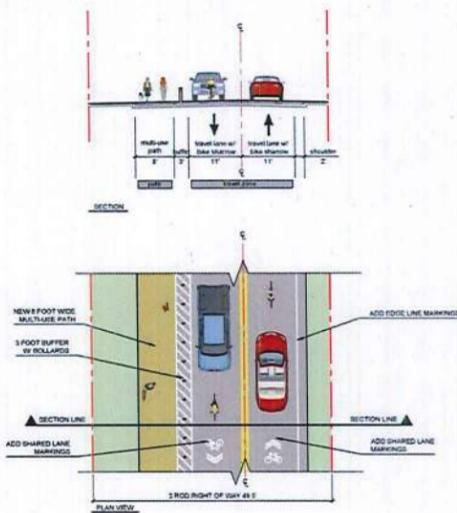
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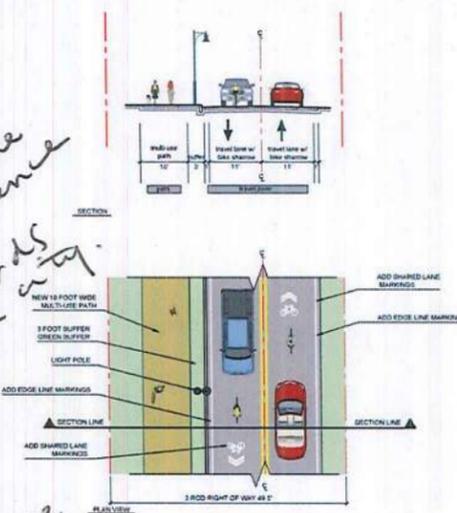
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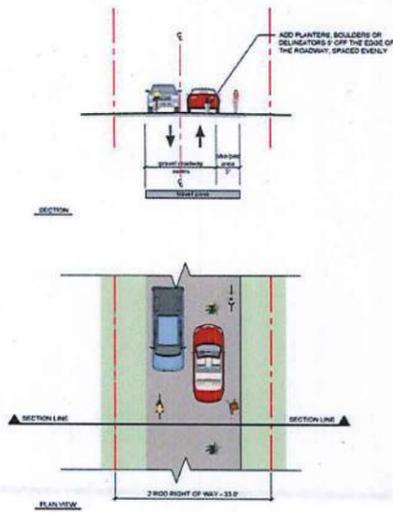
Worried about the maintenance of the bollards by the city.
Street lights are a key for me.

Gravel Section of Intervale Road

(McNeil Driveway to Pent Gate)

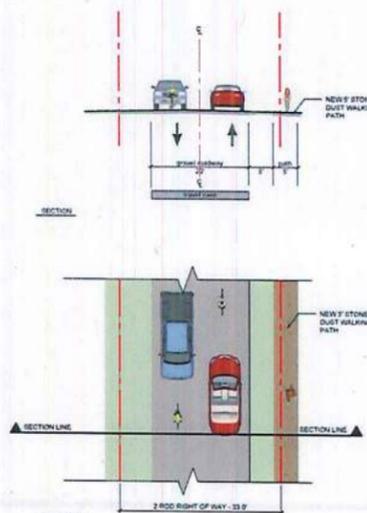
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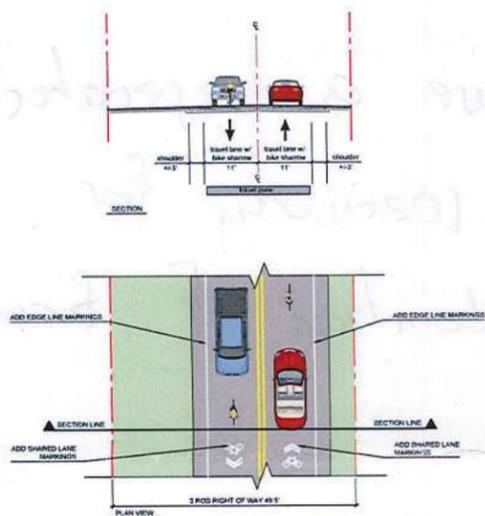
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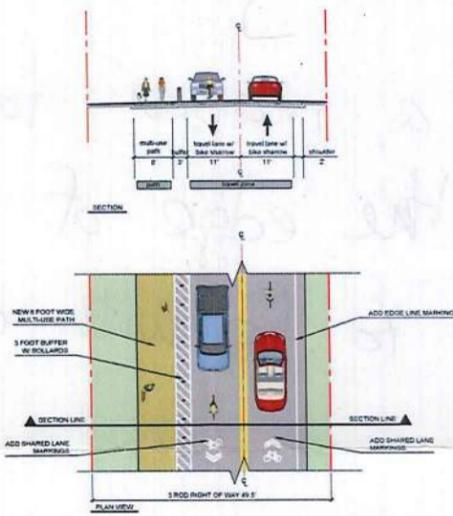
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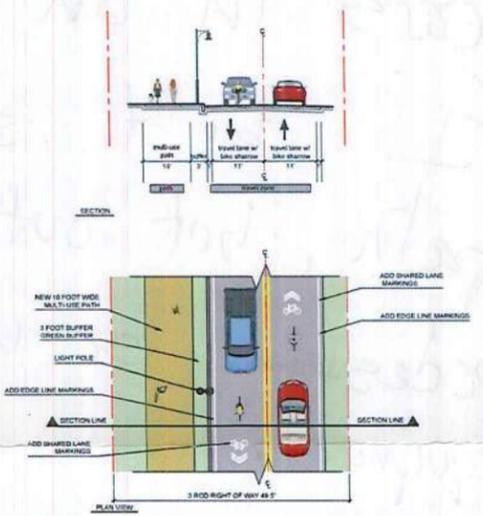
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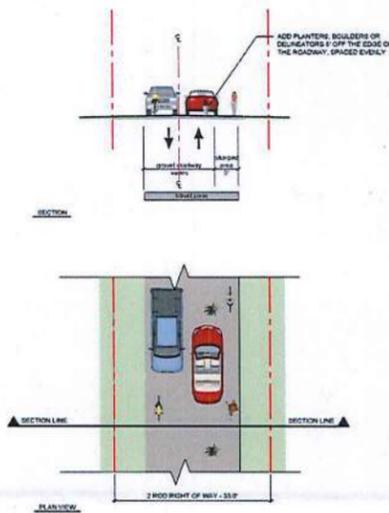


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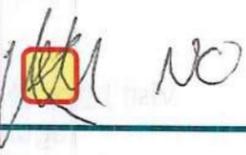
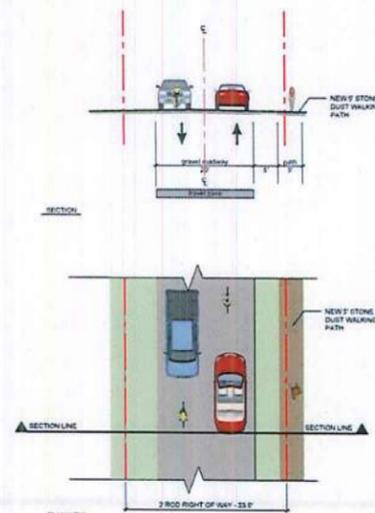
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Comments

~~I~~ think it would be useful to do #1 ~~and~~ on both sections now, and then work Alternative 3 (paved ~~road~~ portion) and Alternative 2 (on the gravel section) into longer term plans.

I also have concerns about farm equipment passing cars in an alternating boulder/planter scheme.

I don't see a reason to have a separated path, but outlining the edge of the roadway for pedestrian use needs to be with consideration of farm equipment.

~~Thank you~~ This is an important project for pedestrian and cycling safety. Thank you for the work to date!

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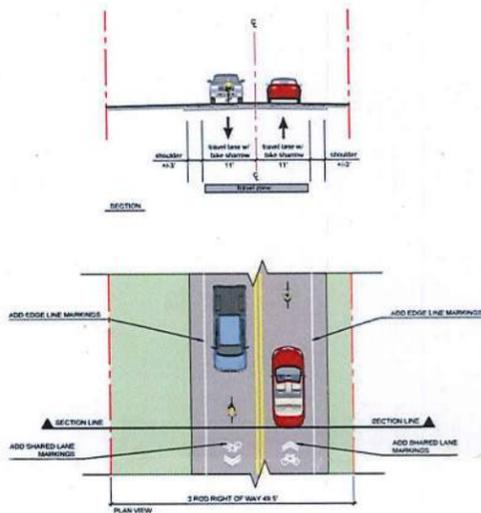
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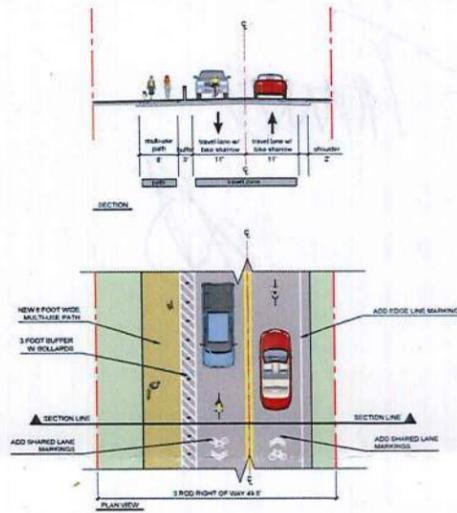
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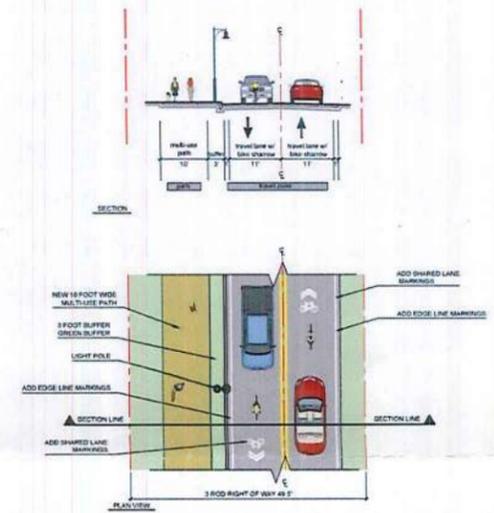
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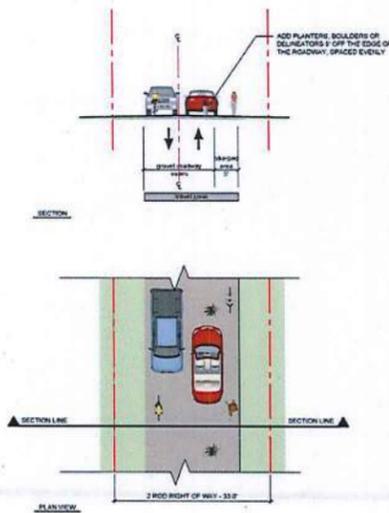


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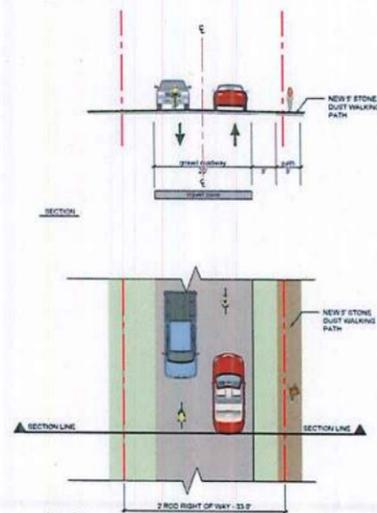
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Intervale Road Pedestrian and Bicycle Access Feasibility Study

Comments

PAVED SECTION → ALTERNATIVE #2
GRAVEL SECTION → " #2 (OR #1 IF WE CAN GET
ACT #2 FOR PAVED AND RUN OUT OF \$)

THIS STILL SEEMS IDEAL FOR BICYCLES BUT AS A REGULAR BIKER TO
STAGGERER'S I CAN LIVE WITH IT.

THANKS



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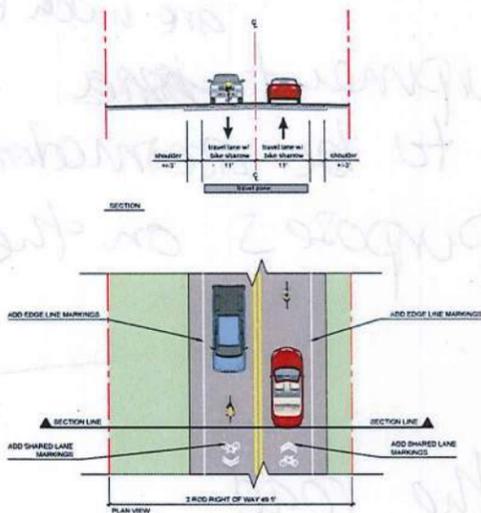
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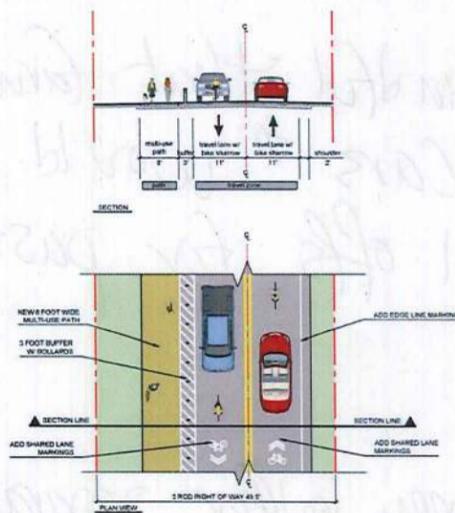
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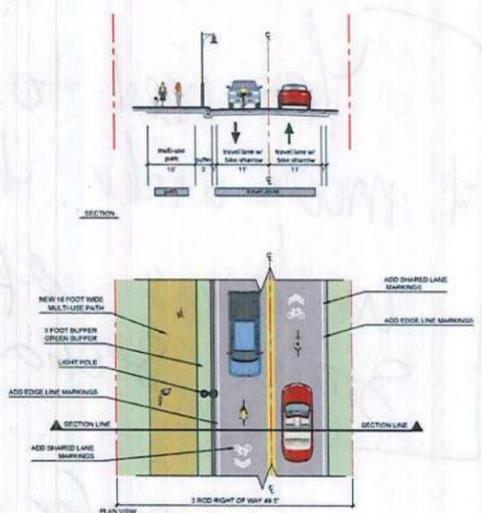
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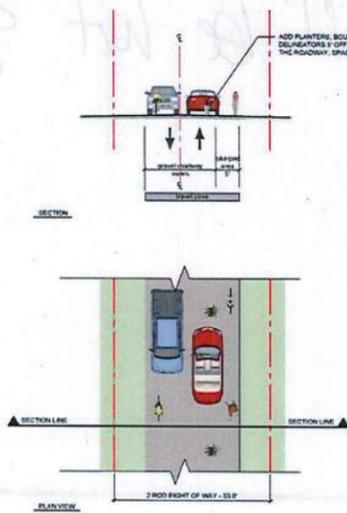


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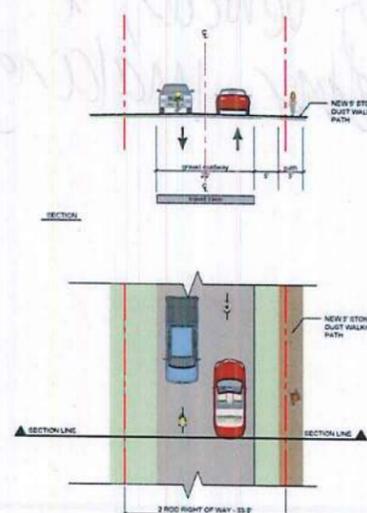
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Don't forget to check off your preferred alternatives!



Comments

I would vote for the cheapest & most minimal improvements to be done ASAP, as they are inexpensive and will provide some relief.

I would then vote for option 2/3 on the paved section & option 2 on the gravel section.

You need to be mindful that farm equipment ~~is~~ ^{are much bigger} & much wider than cars & would need to be accommodated in terms of pull offs for passing purposes on the gravel section.

I prefer the green buffer separating the road from the pedestrian/bike area. I'm not sure the street light upgrade & curbs are absolutely necessary. Could save money by pushing those off to a later time, perhaps. But option 1, separating pedestrian area w/ bollards seems problematic, as bollards are often disturbed by vehicles, & on a ~~curve~~ curve, people swing wide, ~~thereby~~ making the likelihood they'll be hit greater.

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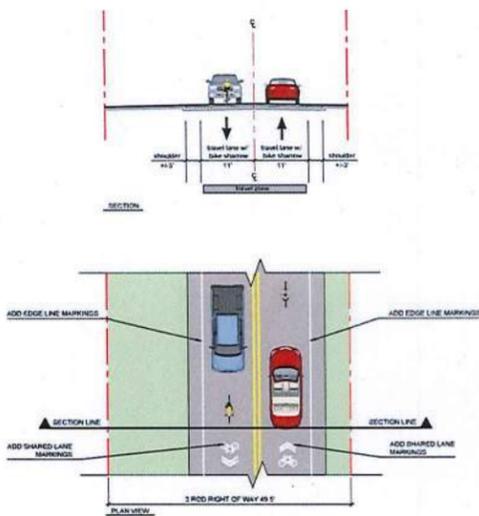
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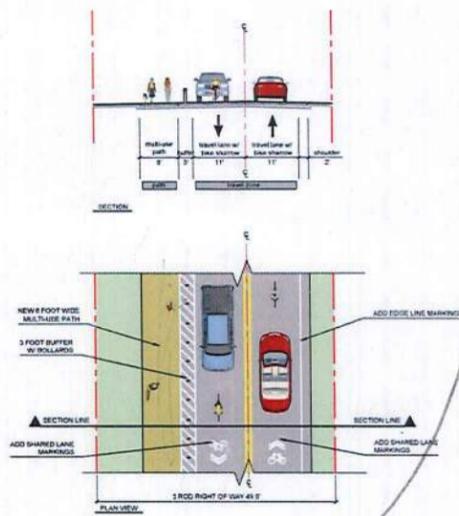
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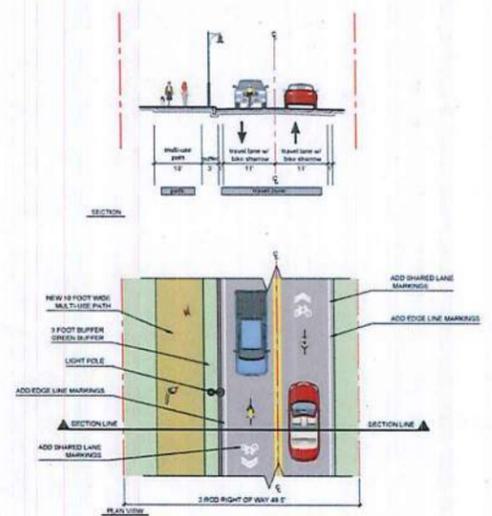
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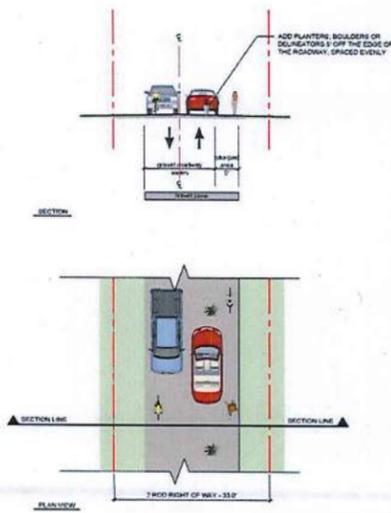


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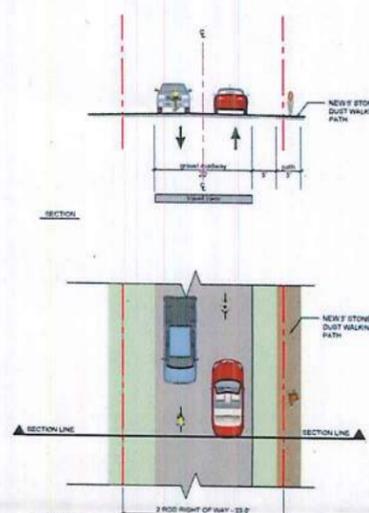
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*Puddle proof
 Mosquitoes love
 puddles*

*unrealistic
 that the
 city will
 move
 boundaries
 or planters*

*must rebuild/drain
 the dirt road
 first*

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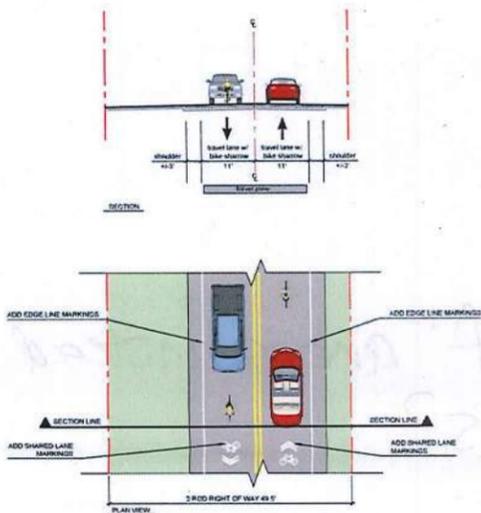
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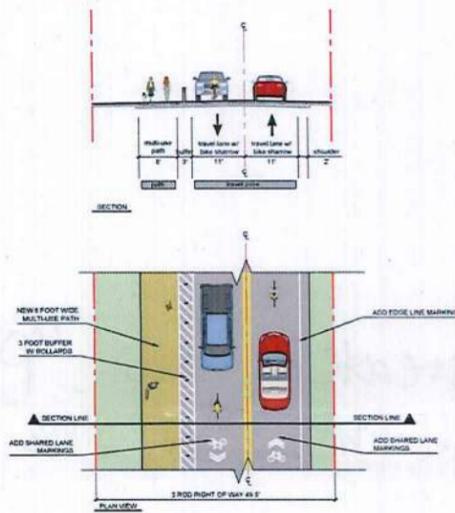
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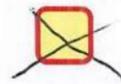
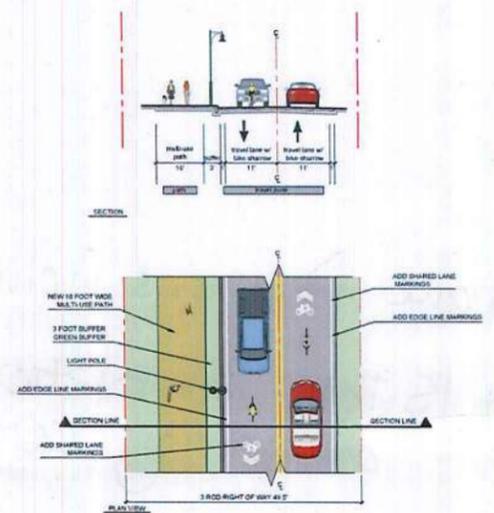
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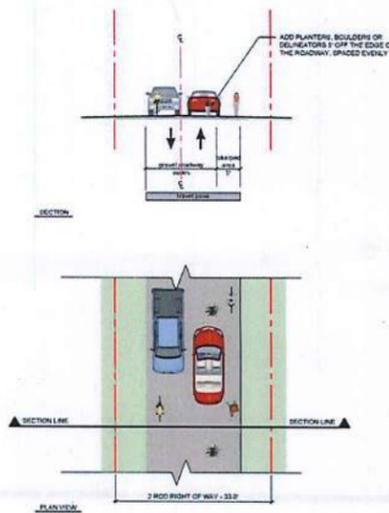
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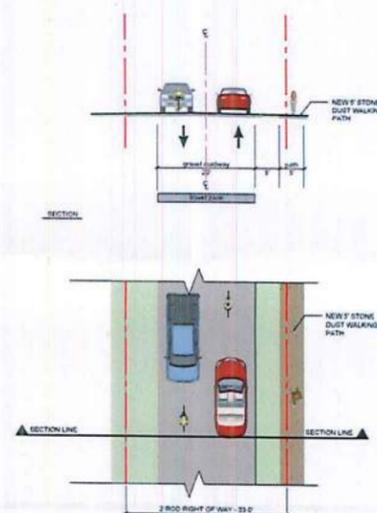
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Comments

paved section:

- Windoski valley parks district trailhead is not accessible with any of the existing proposals - please include in final version (sidewalk, crosswalk, etc. --)
- consider link w/ public transit
- wayfinding signs

gravel section:

- like enhanced parking area at trail head
 - could there be bike parking? benches?
- like "adopt a planter" - especially as there are many great farmers/gardeners in the area.

• are farmers included?

- is there an option to create a few "pull off" areas instead of having cars pull into ped/bike paths?

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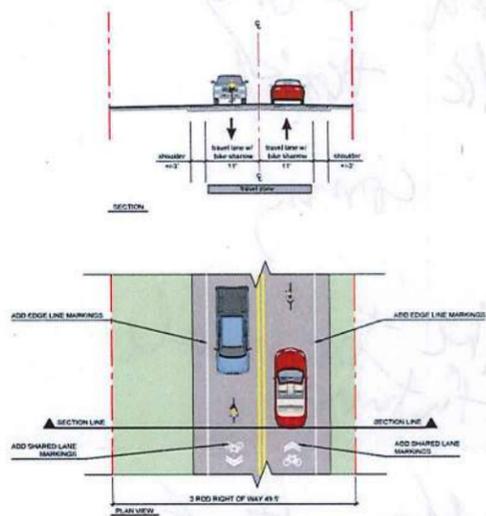
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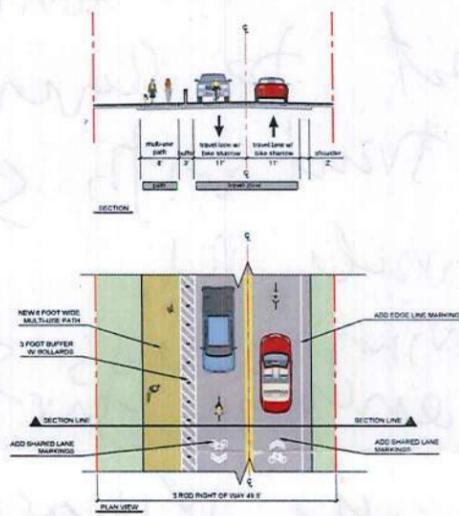
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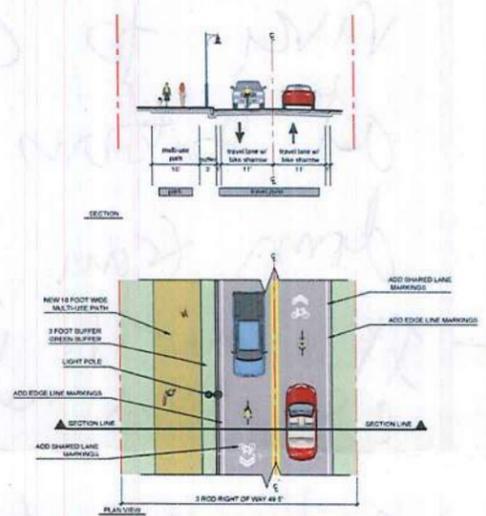
Alternative 2: Shared Lanes + 8' Path

Pedestrian Facilities: 8' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Bollards
 Estimated Cost: \$800,000



Alternative 3: Shared Lanes + 10' Path + Amenities

Pedestrian Facilities: 10' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Curbs, street lights
 Estimated Cost: \$1,510,000

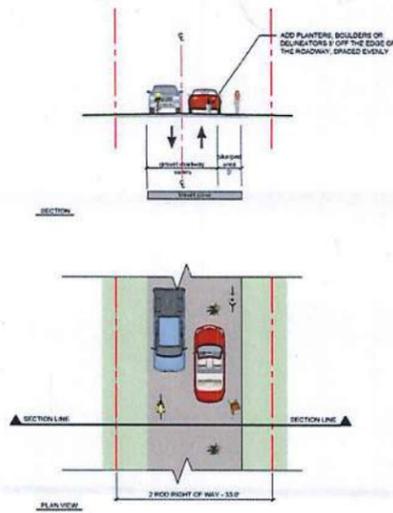


Gravel Section of Intervale Road

(McNeil Driveway to Pent Gate)

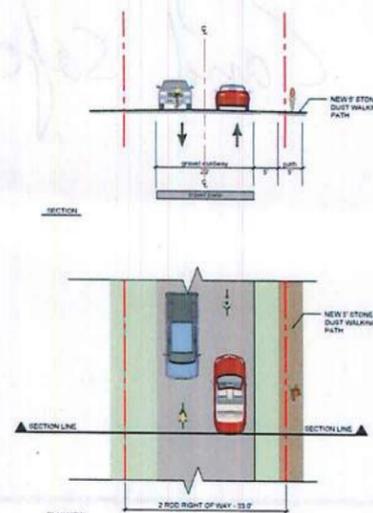
Alternative 1: Shared Road + Dividers

Pedestrian Facilities: Divided walkway
 Bicycle Facilities: Divided space
 Estimated Cost: \$9,000



Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Comments

~ Consult Winoski Valley Park District re: access to river walk trail from Intervale Rd. Add some sort of pedestrian path on east side from Riverside to top of trail so walkers don't have to cross from multi-use path at a non-ped crossing. Suggest they may want to enhance trail connection along river to connect to River walk trail at bottom of trail with stairs coming down from Intervale Rd.

- It's worth improving access to the Intervale as this will encourage further future

enhancements in the Winoski Valley Park District. This area is an underutilized green space asset within walking/biking distance to Burlington residents, let's make it easy to get there to enjoy it!
(and safe)

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Intervale Road Pedestrian and Bicycle Access Feasibility Study

Project Overview

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Enhance community access to a dynamic Intervale District through implementation of bicycle and pedestrian improvements along Intervale Road.

Current Feasibility Study

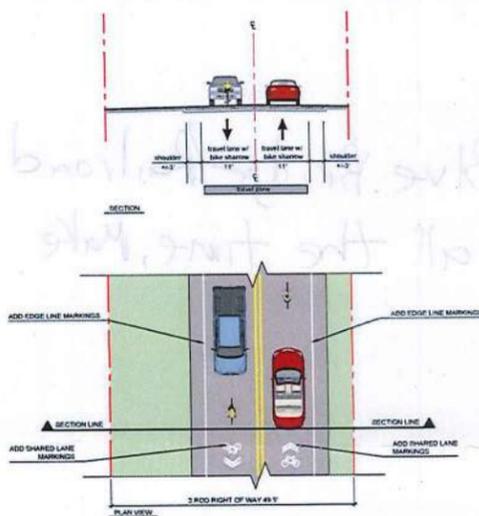
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Paved Section of Intervale Road

(Riverside Avenue to McNeil Driveway)

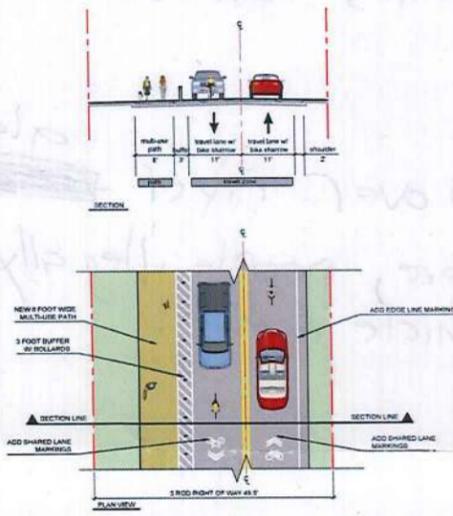
Alternative 1: Shared Lanes

Pedestrian Facilities: No change
 Bicycle Facilities: Shared lanes
 Other: None
 Estimated Cost: \$10,000



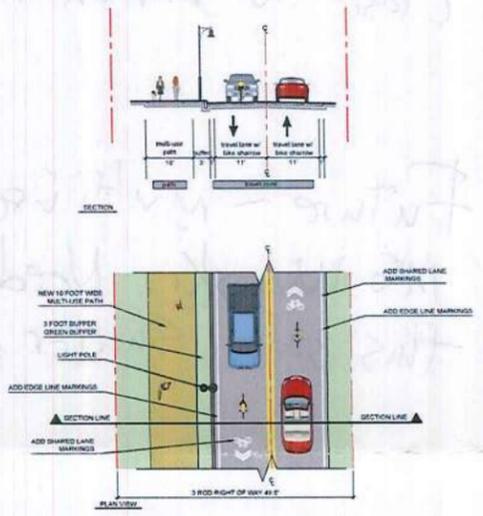
Alternative 2: Shared Lanes + 8' Path

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 Other: Bollards
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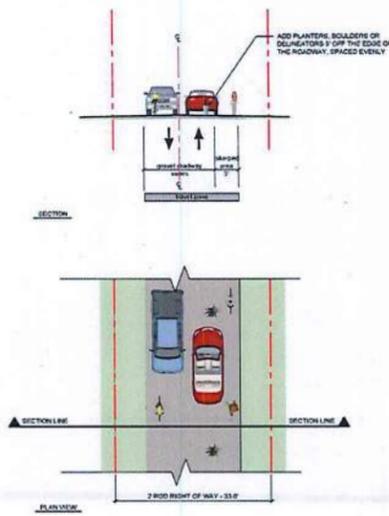


Gravel Section of Intervale Road

(McNeil Driveway to Pent Gate)

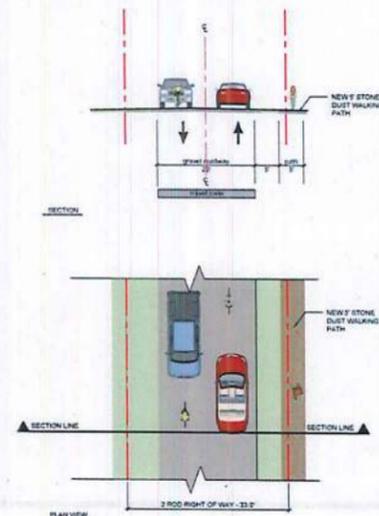
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Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
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 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Intervale Road Pedestrian and Bicycle Access Feasibility Study

Comments

Need wide dedicated bike/walk facilities. Painted sharrows are useless, where is sidewalk for pedestrians, they are left out of #1. Shared w/cars is no good! Lead to less use.

Need 10' path on hill for adequate passing + accommodate speed differences
↳ Think Summerville, Multi use, tons of people.

This is an amazing area that connects to Intervale Bike Path, Riverside Bike Path, 127 Bike path is close. Connect biking facilities!

Close to Salmon Hiking Trails - connect Rana Caulkins to this.

Future - multi use path over river ~~west to~~ ^{along} Blue Bridge Railroad into Winoski. Need is there, people illegally use all the time, make this safe. Shorter, no vehicle route.

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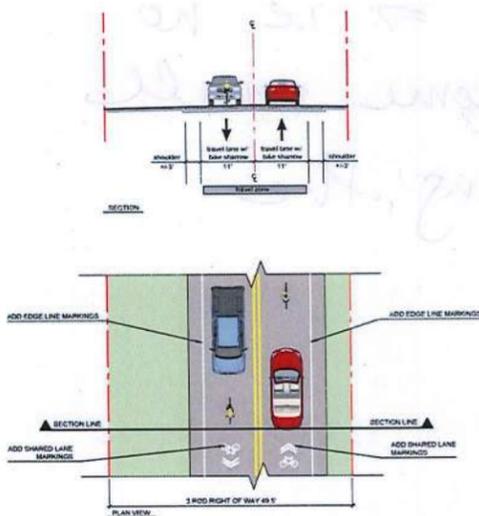
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Paved Section of Intervale Road (Riverside Avenue to McNeil Driveway)

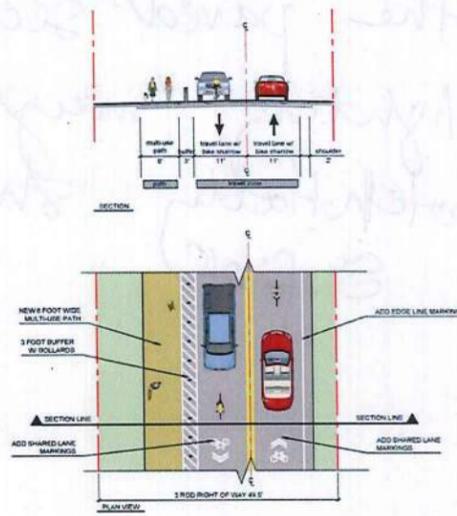
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 Other: None
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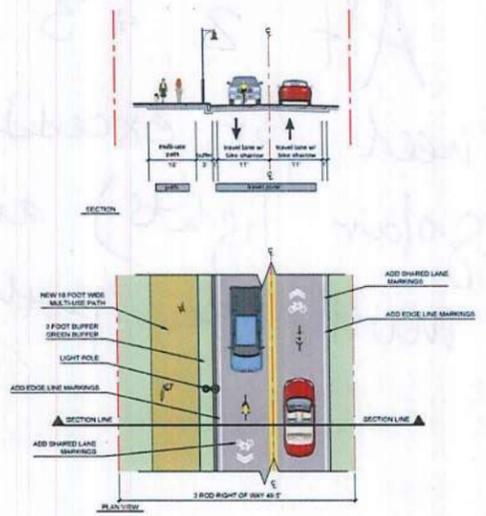
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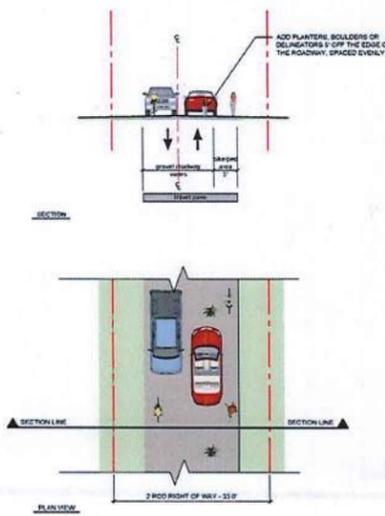
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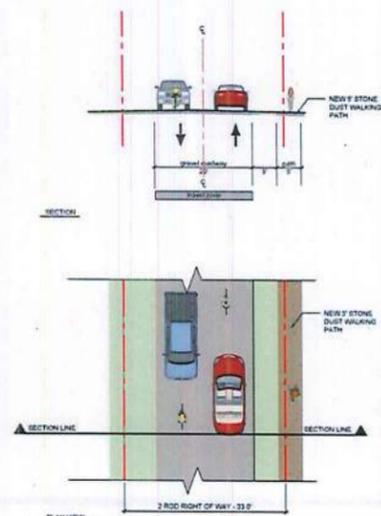
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Intervale Road Pedestrian and Bicycle Access Feasibility Study

Comments

As an alternative to bollards, it would be great to use planters!
↓ they are also more reflective of the space ↓ gardeners, farmers, etc.

I feel like there is a good compromise between Alt. 2 & 3 in the "paved section" ⇒ i.e. no need for excessive lighting (maybe some small solar lights) and potentially shrinking the multi-use path to 8 feet.

Lighting seems more important to me on the gravel section.

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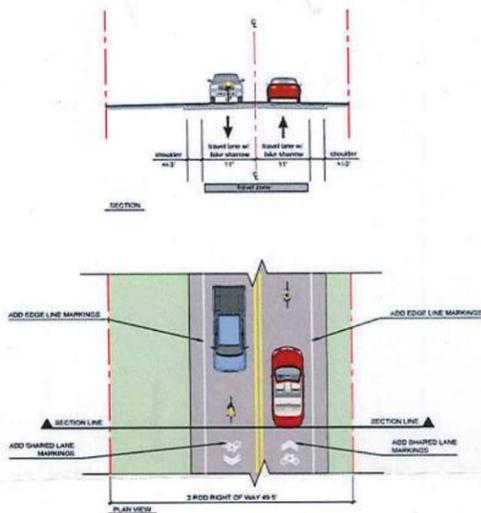
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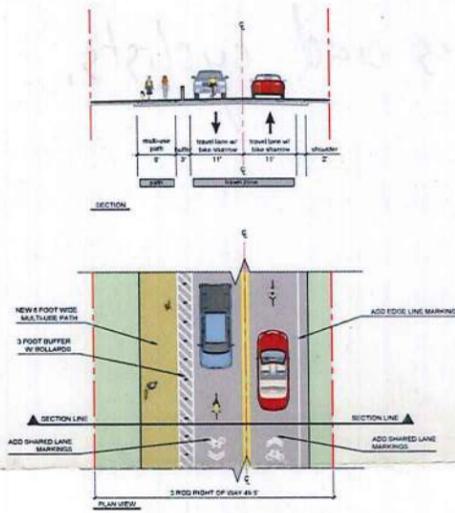
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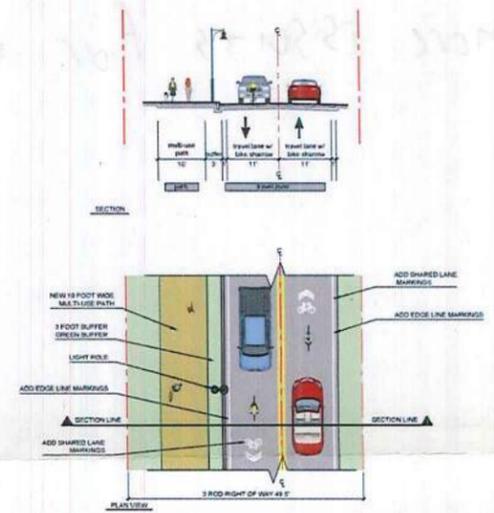
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Alternative 3: Shared Lanes + 10' Path + Amenities

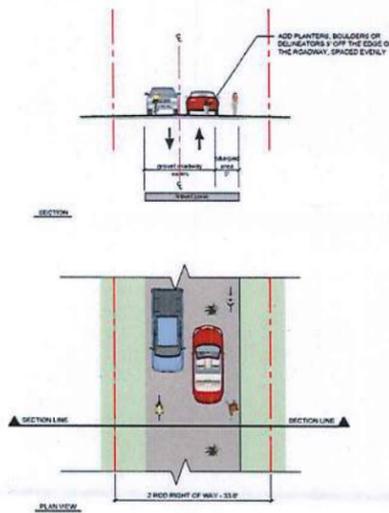
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Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

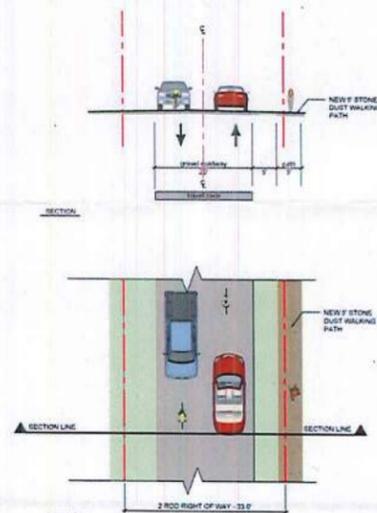
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Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
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 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Intervale Road Pedestrian and Bicycle Access Feasibility Study

Comments

- Voted for Alternative 2₁ in the interest of expediting implementation.
on paved section
- * Alternative 3 for paved section also seems great, if implementation is feasible.
- On gravel section, I support Alternative 2. As a farmer in the Intervale, I think Alternative 1 would cause significant problems for traffic with 13'+ wide farm equipment. Vehicle traffic would be being forced to pull over further to one side, potentially causing more issues for walkers and cyclists.

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Intervale Road Pedestrian and Bicycle Access Feasibility Study

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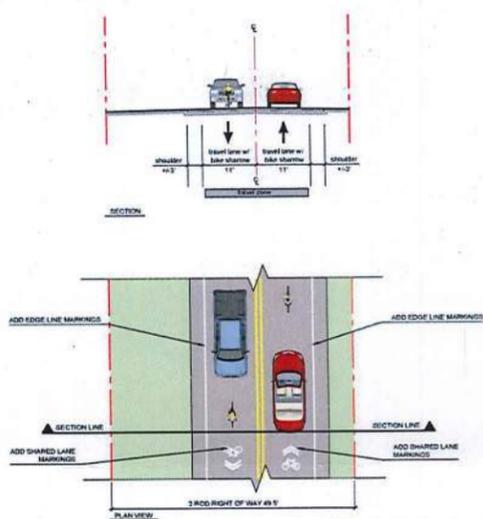
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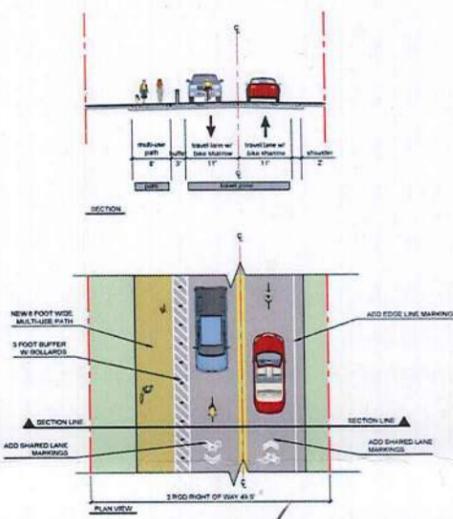
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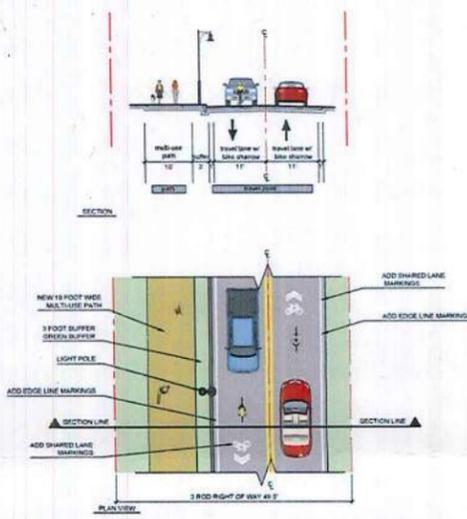
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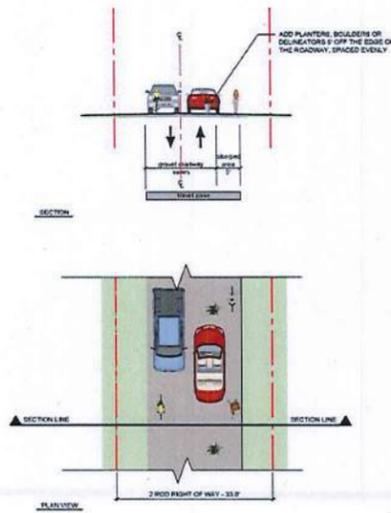


Gravel Section of Intervale Road

(McNeil Driveway to Pent Gate)

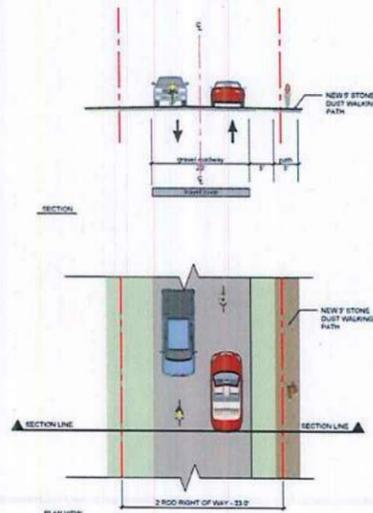
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 Estimated Cost: \$9,000



Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Comments

We have StrayCat flower farm, if Gravel Alternative #2 is considered we would need a fence or evergreens planted along the dust path to keep dust down & thieves out -
Our farm runs along the path -

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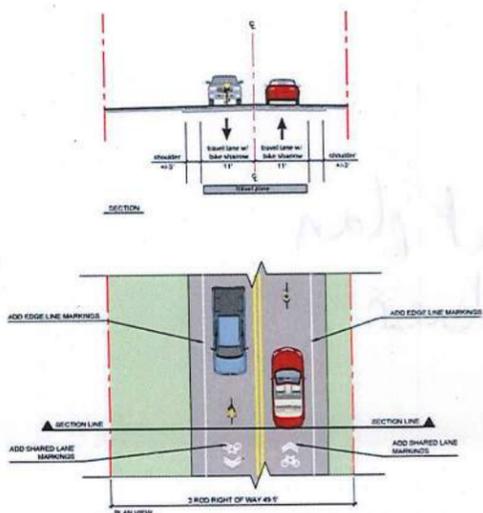
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Paved Section of Intervale Road (Riverside Avenue to McNeil Driveway)

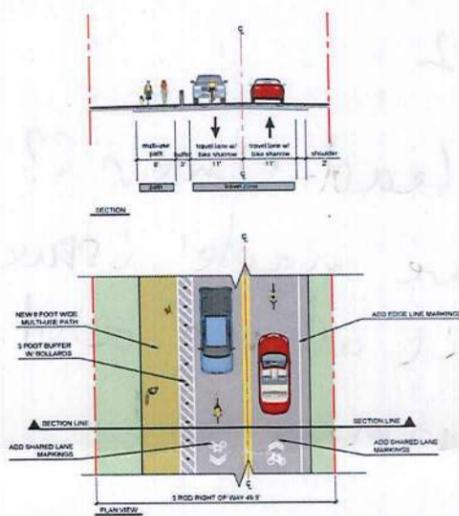
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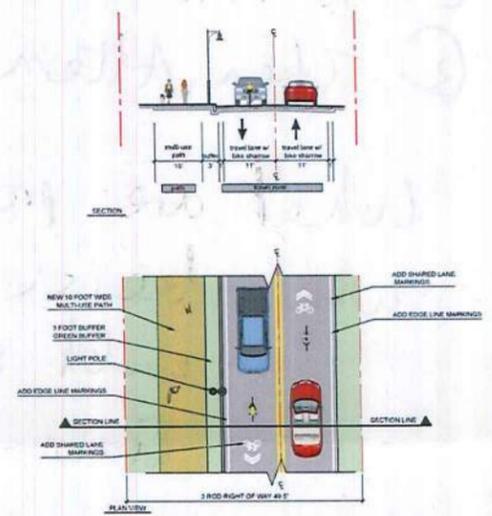
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Alternative 3: Shared Lanes + 10' Path + Amenities

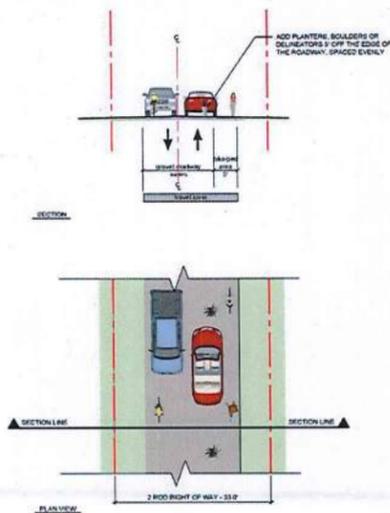
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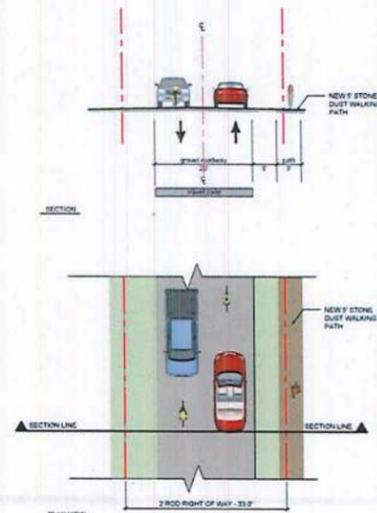
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Don't forget to check off your preferred alternatives!



Comments

PAVED SECTION OF INTERVALE ROAD:-

- ① Do Alternative 1 asap
- ③ Then Alternative 3.

Ensure Intervale Road from liveside to Merrill's
in DLR's paving database - (it didn't need to be!!!!)

GRAVEL SECTION.

- ① Do Alternative 1 asap.
- ② Then Alternative 2

What are project lead-times??
When decisions are made, issue project plan
with specific actions and timelines.
Gain Commitment!!!!

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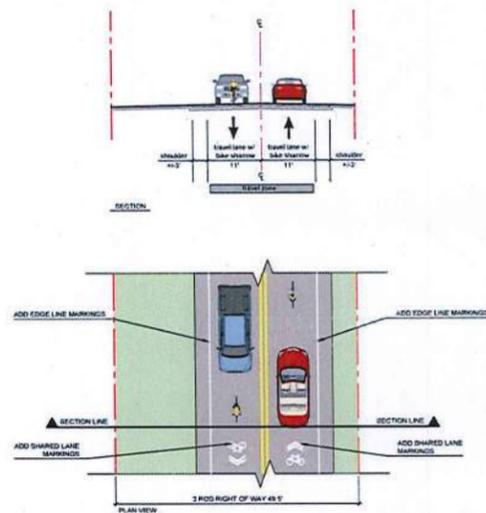
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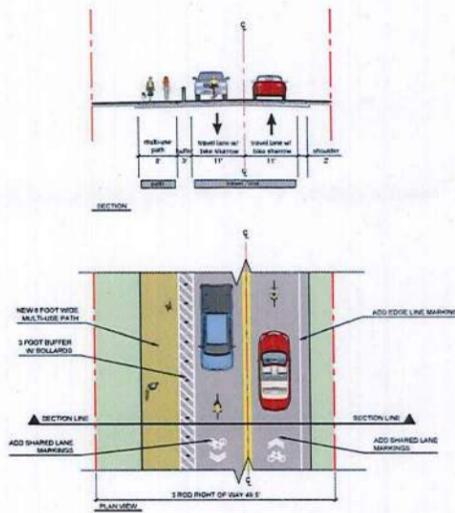
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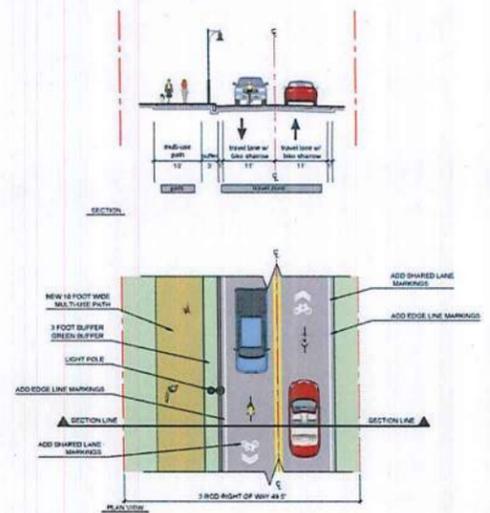
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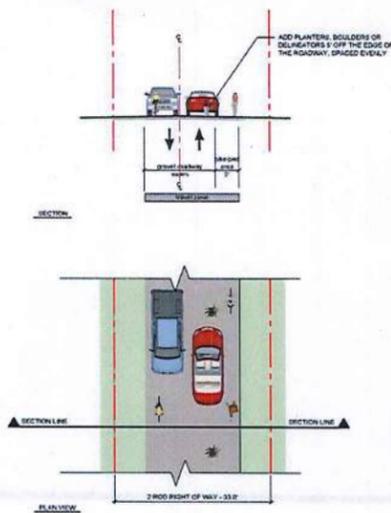
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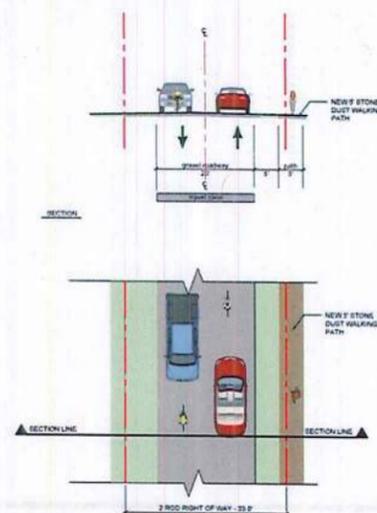
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Intervale Road Pedestrian and Bicycle Access Feasibility Study

Comments

As an employee in the Intervale, I often would like to walk or bike but feel unsafe doing so. Any improvements would help me feel safer commuting to work.

For paved Section improvements, I believe option 1 should be pursued ASAP with other options 2 or 3 to follow when more funds are available.

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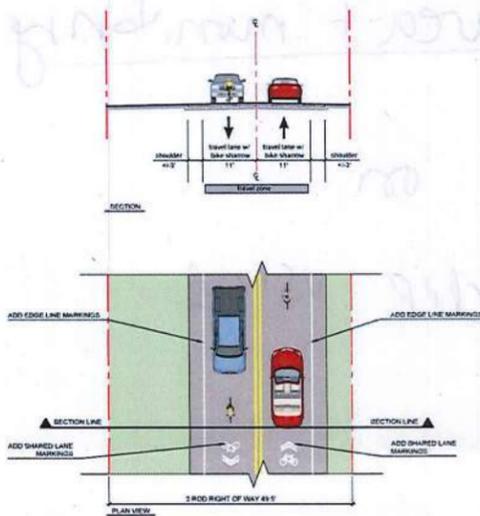
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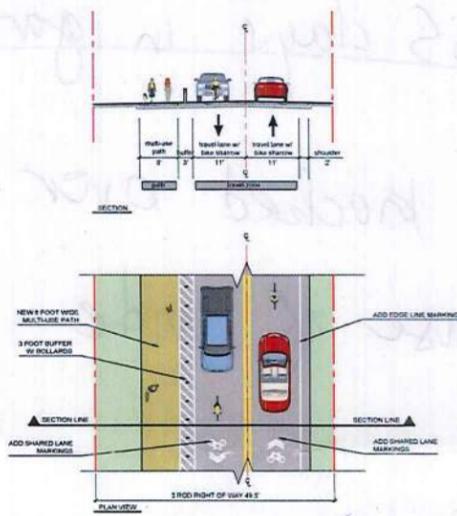
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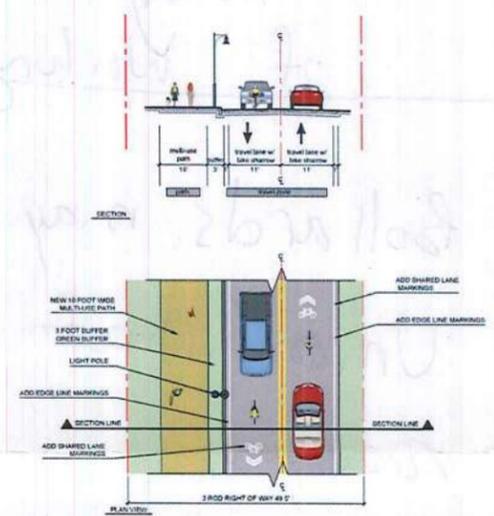
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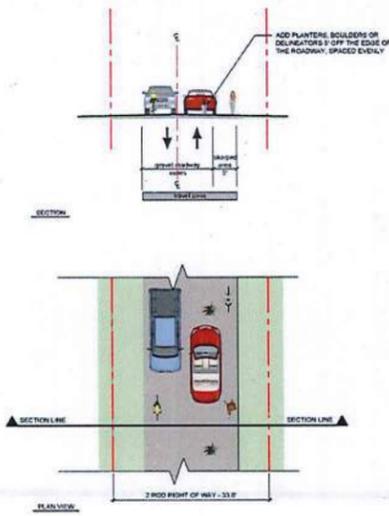
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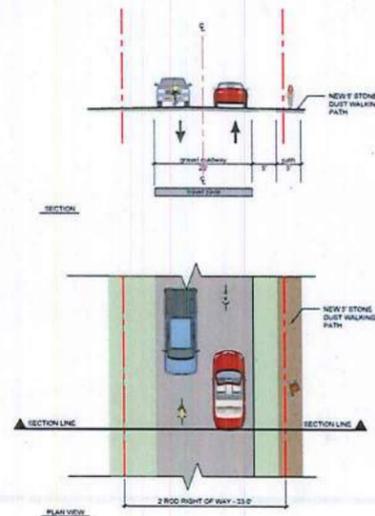
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Comments

Flood plain is big issue

- o Winooski River floods over road where gravel road / bike path / walkway is planned on a regular basis - unpredictably so - often in spring sometimes in mid July!!

Andy Jones 25 years (ICF farmer) year history of working 365 days in garden area + monitoring it

Bollards may get knocked over as on Union street because of wide vehicles using road.

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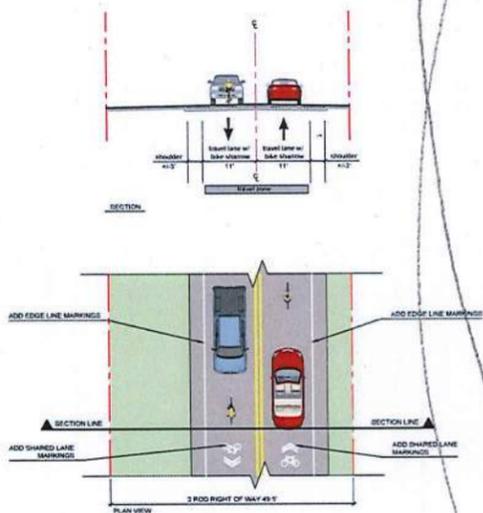
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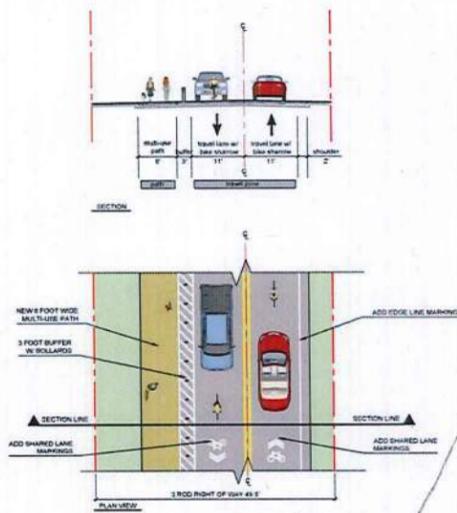
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 Estimated Cost: \$10,000



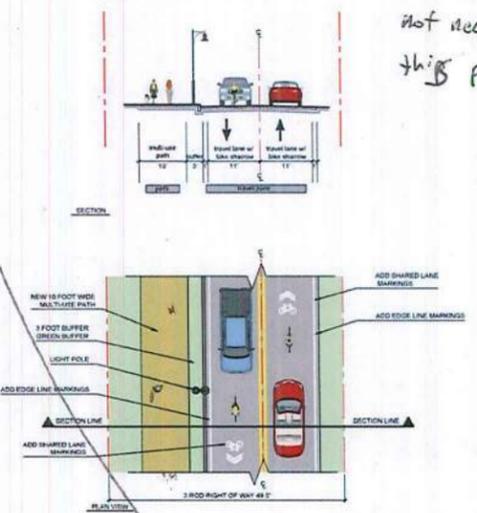
Alternative 2: Shared Lanes + 8' Path

Pedestrian Facilities: 8' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Bollards
 Estimated Cost: \$800,000



Alternative 3: Shared Lanes + 10' Path + Amenities

Pedestrian Facilities: 10' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Curbs, street lights
 Estimated Cost: \$1,510,000

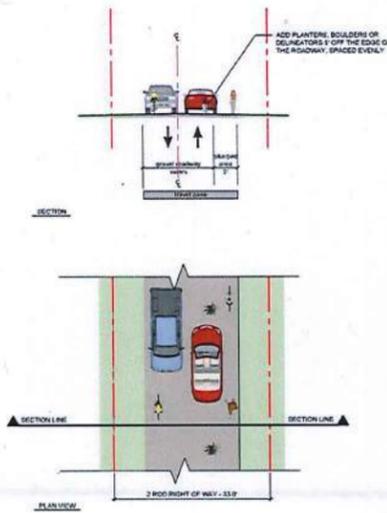


Too much not necessary at this point

Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

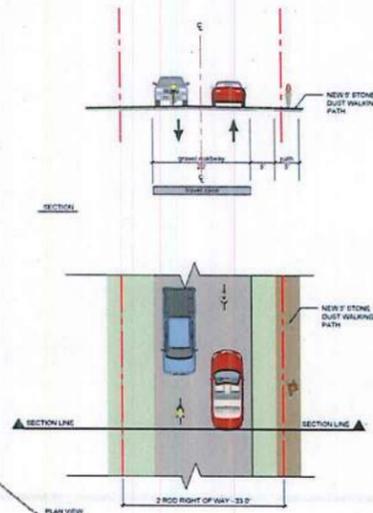
Alternative 1: Shared Road + Dividers

Pedestrian Facilities: Divided walkway
 Bicycle Facilities: Divided space
 Estimated Cost: \$9,000



Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Gravel Road needs to be rebuilt.

This scenario doesn't work unless road rebuilt (re-crowned).

Comments

Don Cahill

Thank you !!

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Intervale Road Pedestrian and Bicycle Access Feasibility Study

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Current Feasibility Study

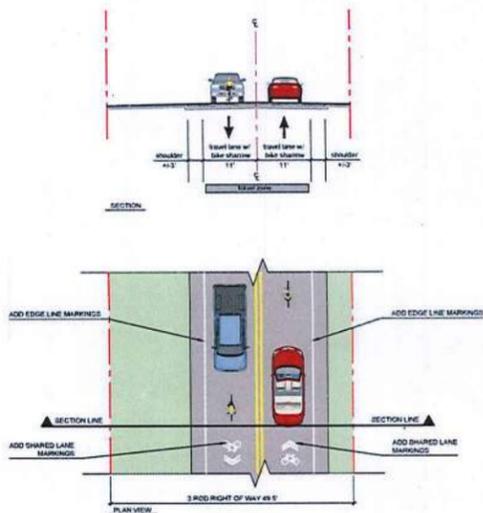
Scoping Study to identify existing conditions, evaluate alternatives, engage local stakeholders, and select a preferred alternative for bicycle and pedestrian improvements.

Paved Section of Intervale Road

(Riverside Avenue to McNeil Driveway)

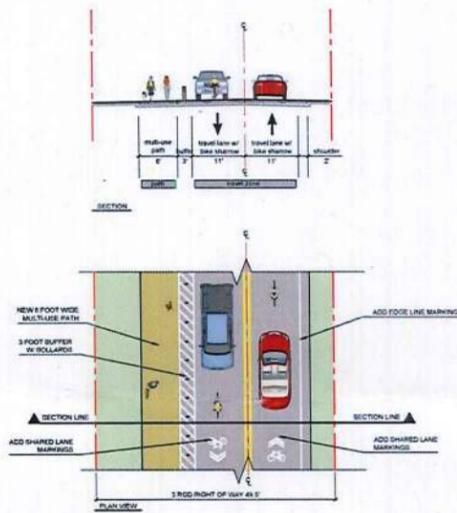
Alternative 1: Shared Lanes

Pedestrian Facilities: No change
 Bicycle Facilities: Shared lanes
 Other: None
 Estimated Cost: \$10,000



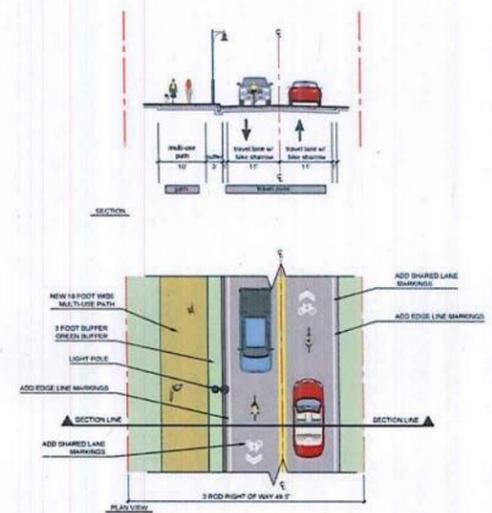
Alternative 2: Shared Lanes + 8' Path

Pedestrian Facilities: 8' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Bollards
 Estimated Cost: \$800,000



Alternative 3: Shared Lanes + 10' Path + Amenities

Pedestrian Facilities: 10' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Curbs, street lights
 Estimated Cost: \$1,510,000

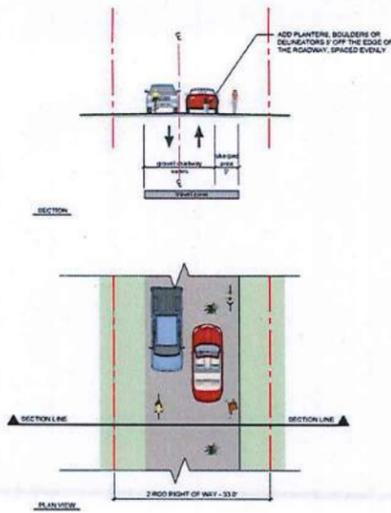


Gravel Section of Intervale Road

(McNeil Driveway to Pent Gate)

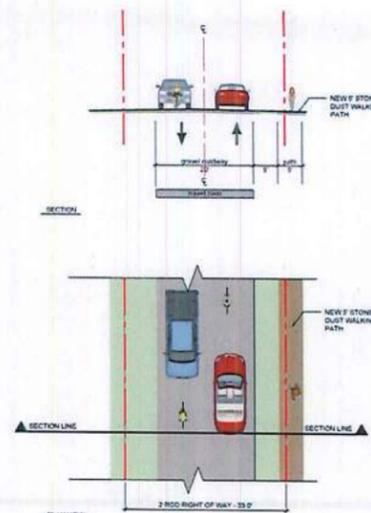
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 Bicycle Facilities: Divided space
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Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Intervale Road Pedestrian and Bicycle Access Feasibility Study

Comments

having a space for pedestrians + bikers
would make the road easier to navigate
for farmers

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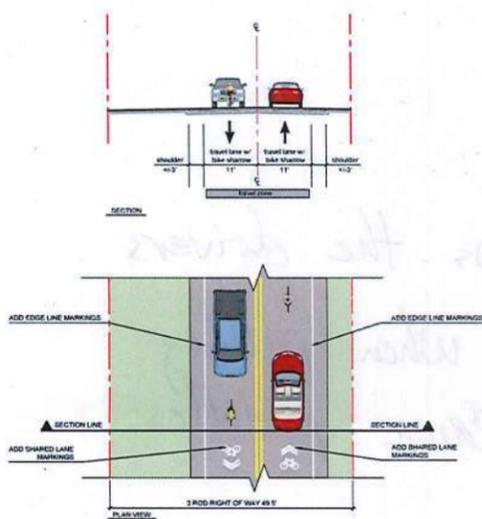
Current Feasibility Study

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Paved Section of Intervale Road (Riverside Avenue to McNeil Driveway)

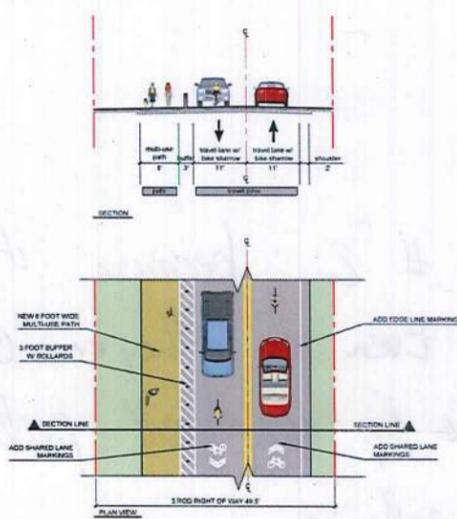
Alternative 1: Shared Lanes

Pedestrian Facilities: No change
 Bicycle Facilities: Shared lanes
 Other: None
 Estimated Cost: \$10,000



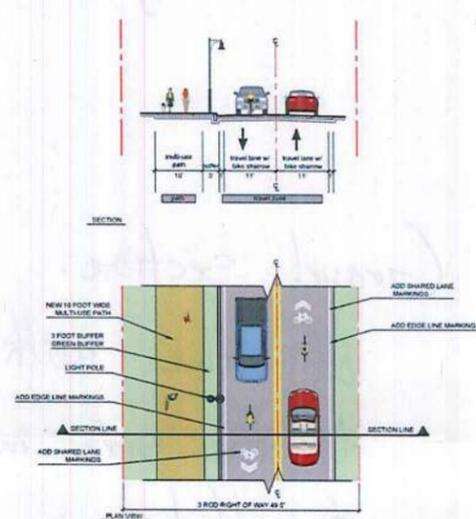
Alternative 2: Shared Lanes + 8' Path

Pedestrian Facilities: 8' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Bollards
 Estimated Cost: \$800,000



Alternative 3: Shared Lanes + 10' Path + Amenities

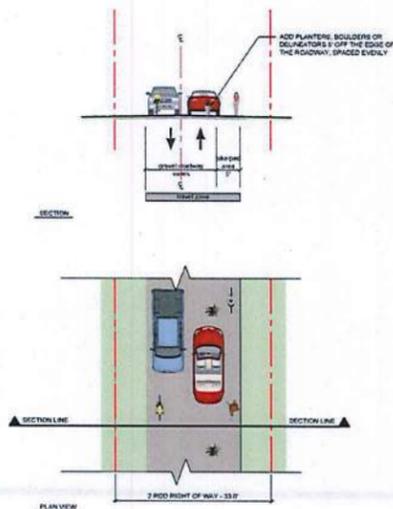
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 Bicycle Facilities: Shared lanes
 Other: Curbs, street lights
 Estimated Cost: \$1,510,000



Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

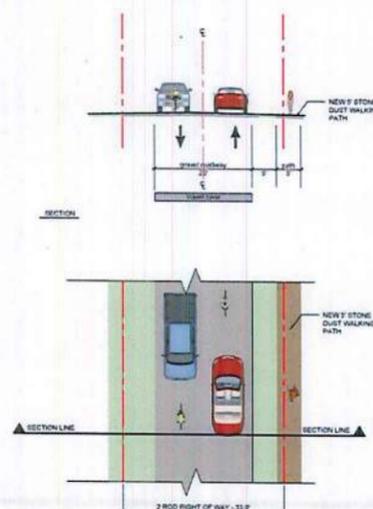
Alternative 1: Shared Road + Dividers

Pedestrian Facilities: Divided walkway
 Bicycle Facilities: Divided space
 Estimated Cost: \$9,000



Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Comments

Paved section: I like # 3 because it has the best separation of bike/ped & car traffic & the widest multi-use path. I have mixed feelings about the lights - might be great in the winter but I usually come to the Intervale to get out of the "city". Alt # 3 would also have the best drainage for the path - things get icy in the winter!

Gravel section: Alt # 2 because it keeps the drivers off the walkway. Even if they're careful when pulling to the side in alt # 1, they will probably cause puddles & potholes in the walkway.

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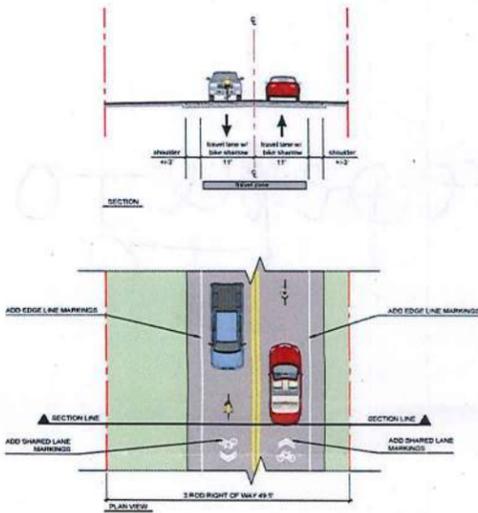
Current Feasibility Study

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Paved Section of Intervale Road (Riverside Avenue to McNeil Driveway)

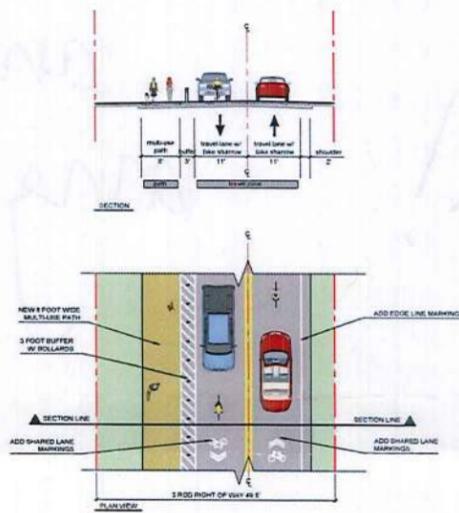
Alternative 1: Shared Lanes

Pedestrian Facilities: No change
 Bicycle Facilities: Shared lanes
 Other: None
 Estimated Cost: \$10,000



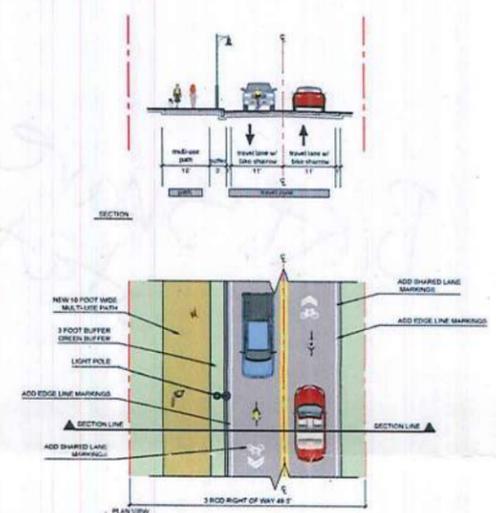
Alternative 2: Shared Lanes + 8' Path

Pedestrian Facilities: 8' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Bollards
 Estimated Cost: \$800,000



Alternative 3: Shared Lanes + 10' Path + Amenities

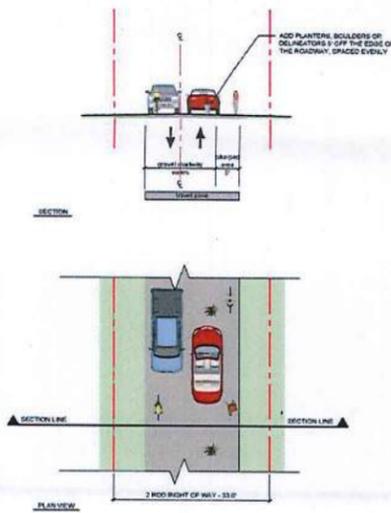
Pedestrian Facilities: 10' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Curbs, street lights
 Estimated Cost: \$1,510,000



Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

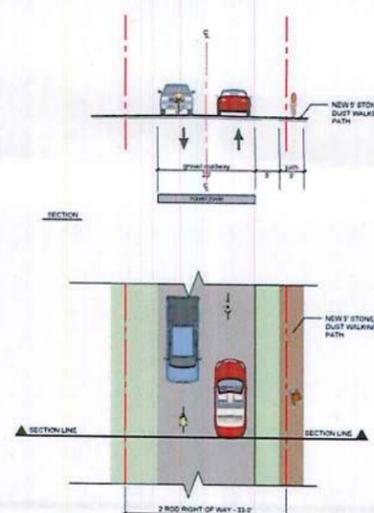
Alternative 1: Shared Road + Dividers

Pedestrian Facilities: Divided walkway
 Bicycle Facilities: Divided space
 Estimated Cost: \$9,000



Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Comments

Lighting
will
make
a huge
difference -
safety!

Bike Share
station!

The more
secluded
paths will
make this
a destination
and
bring more people to
IC.

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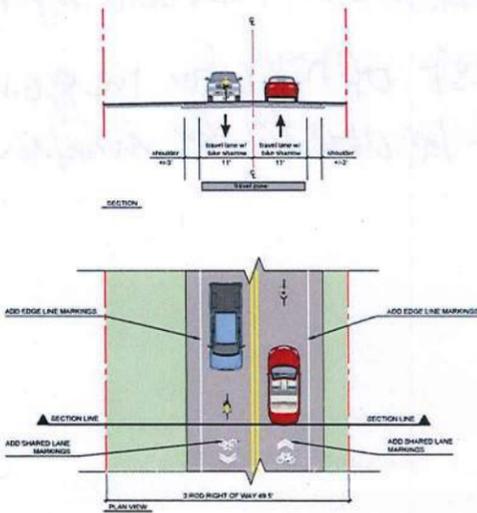
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Paved Section of Intervale Road (Riverside Avenue to McNeil Driveway)

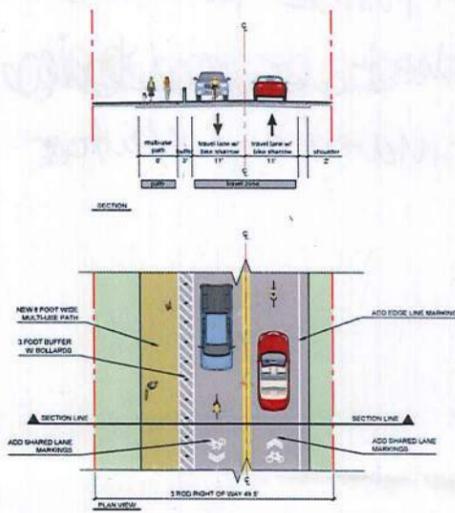
Alternative 1: Shared Lanes

Pedestrian Facilities: No change
 Bicycle Facilities: Shared lanes
 Other: None
 Estimated Cost: \$10,000



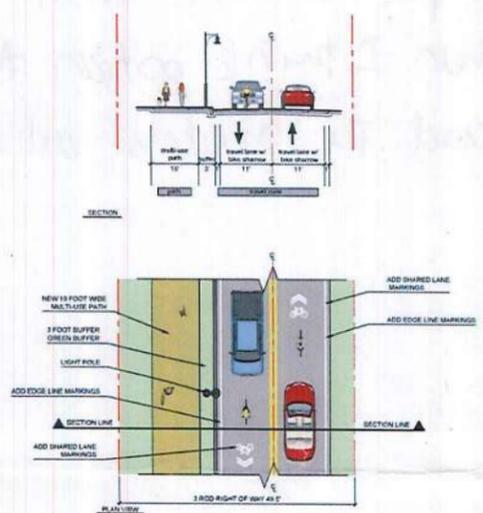
Alternative 2: Shared Lanes + 8' Path

Pedestrian Facilities: 8' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Bollards
 Estimated Cost: \$800,000



Alternative 3: Shared Lanes + 10' Path + Amenities

Pedestrian Facilities: 10' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Curbs, street lights
 Estimated Cost: \$1,510,000



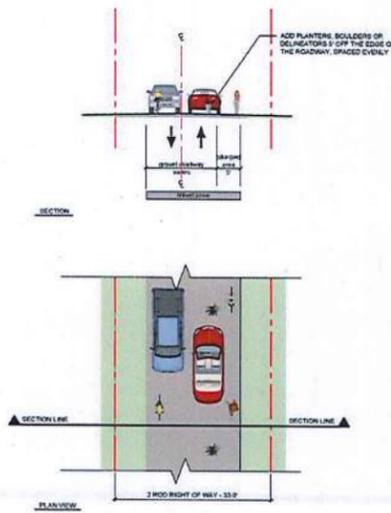
OR



Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

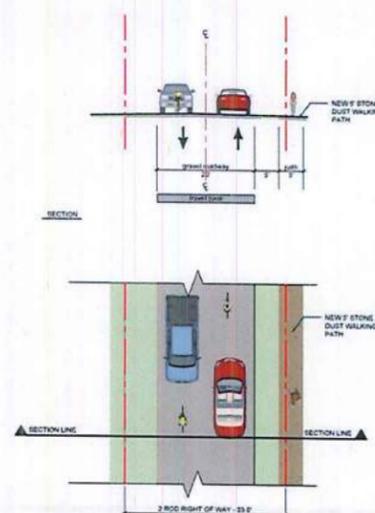
Alternative 1: Shared Road + Dividers

Pedestrian Facilities: Divided walkway
 Bicycle Facilities: Divided space
 Estimated Cost: \$9,000



Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Intervale Road Pedestrian and Bicycle Access Feasibility Study

Comments

Both the asphalt on Intervale Rd as well as the ~~paved~~^{gravel} portion of Intervale Road are in desperate need of updates ASAP. The potholes ~~and~~ are unacceptable and make Intervale Road very dangerous for bikers and harmful for cars.

I think option #3 + option #2 for the paved portion of the road are both acceptable. #3 is much better but if that can't be done for a number of years because of funding then I think option #2 is better.

For the ~~gravel~~ dirt portion of the road, the most important thing is to grade the road more regularly and more effectively. If it was graded and was not full of potholes it would be much easier for cars + bikers ~~and~~ to use the road together. Then I think option #2 is ~~also a good option~~ the best option for the ~~gravel~~ dirt road. The boulders will not get moved and planters will not be able to be maintained.

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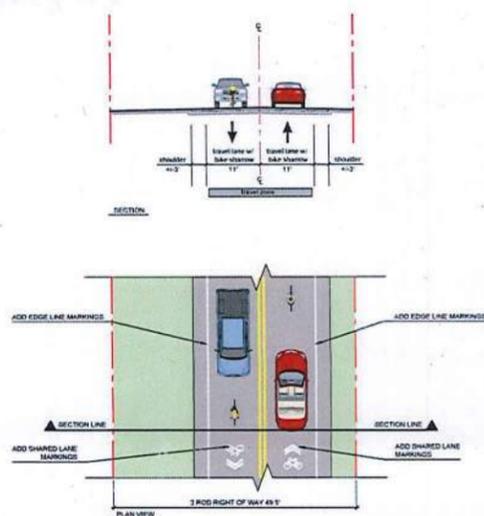
Current Feasibility Study

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Paved Section of Intervale Road (Riverside Avenue to McNeil Driveway)

Alternative 1: Shared Lanes

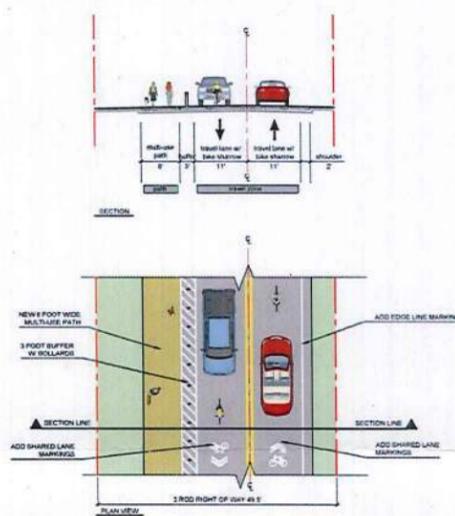
Pedestrian Facilities: No change
 Bicycle Facilities: Shared lanes
 Other: None
 Estimated Cost: \$10,000



1

Alternative 2: Shared Lanes + 8' Path

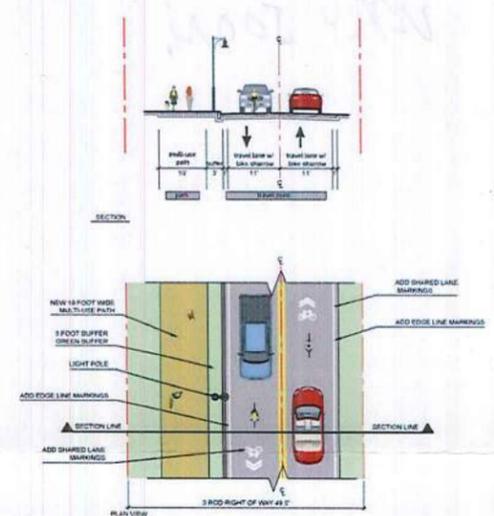
Pedestrian Facilities: 8' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Bollards
 Estimated Cost: \$800,000



2nd

Alternative 3: Shared Lanes + 10' Path + Amenities

Pedestrian Facilities: 10' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Curbs, street lights
 Estimated Cost: \$1,510,000

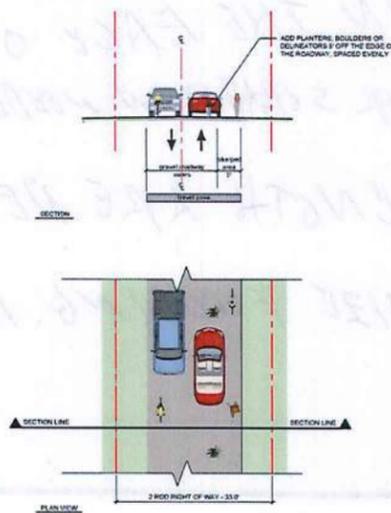


1st

Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

Alternative 1: Shared Road + Dividers

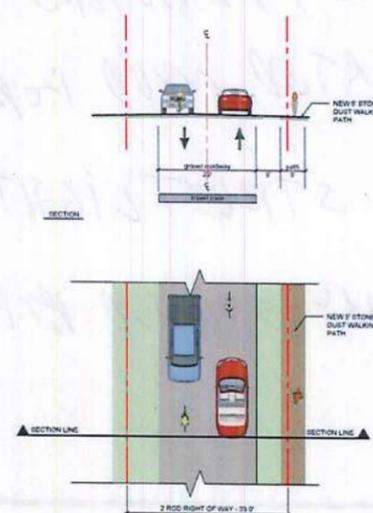
Pedestrian Facilities: Divided walkway
 Bicycle Facilities: Divided space
 Estimated Cost: \$9,000



1

Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



2

Don't forget to check off your preferred alternatives!



Comments

PAVED SECTION:

- ① CONSIDER MULTI-USE PATH ALONG NORTHWEST PROPERTY LINE OF CHARLEBOIS AND QUEEN CITY STREET FOR EASIER ACCESS FROM WEST SIDE ALONG RIVERSIDE. - IMPROVES SEPARATION FROM VEHICLES.
- ② CURBS + STREETLIGHTS ARE IMPORTANT BENEFITS FOR SAFETY.
- ③ REBUILDING ROADBED IS WORTH DOING TO AVOID NEED TO REPAIR VERY SOON.

GRAVEL SECTION - ① NEEDS SEPARATION FOR WALKING PATH WITH SPECIAL ATTENTION TO DRAINAGE.

- ② ROADWAY SHOULD BE REBUILT WITH NEW BASE AS WELL AS A GOOD CROWN TO MINIMIZE POTHOLE'S CAUSED BY POOR DRAINAGE.
- ③ BOULDERS/PLANTERS ARE IMPRACTICAL IN THE FACE OF REPEATED NEED FOR REGRADING. OTHER SEPARATION NEEDED.
- ④ SOME STREETLIGHTS ALONG ENTIRE LENGTH ARE DESIRABLE.
- ⑤ WALKWAY SHOULD BE ELEVATED TO MINIMIZE FLOODING RISK.

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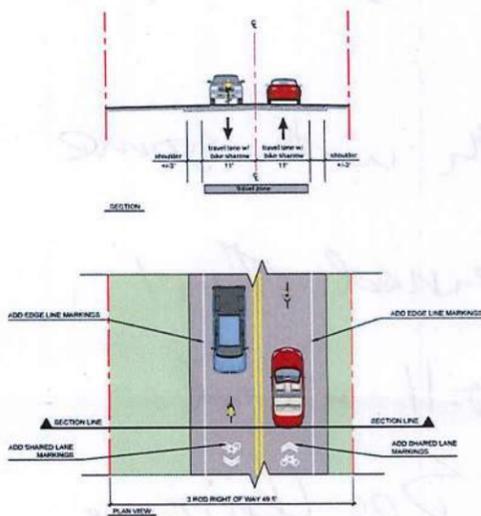
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Paved Section of Intervale Road

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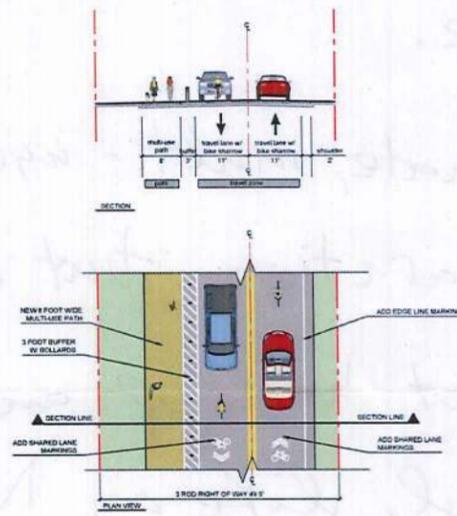
Alternative 1: Shared Lanes

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 Bicycle Facilities: Shared lanes
 Other: None
 Estimated Cost: \$10,000



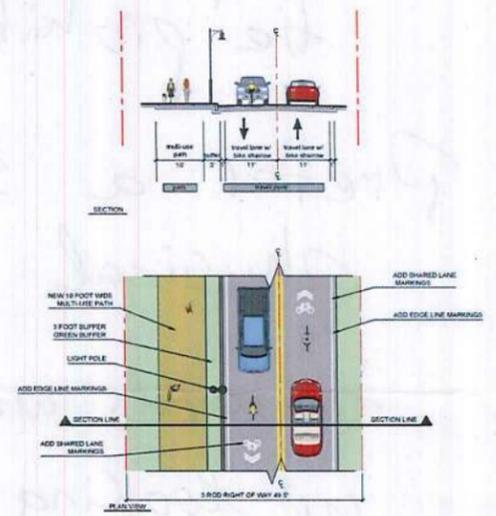
Alternative 2: Shared Lanes + 8' Path

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 Other: Bollards
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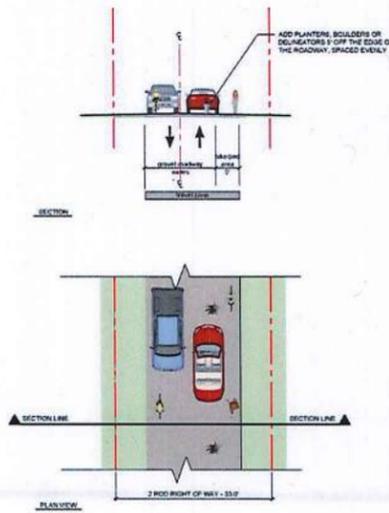


Gravel Section of Intervale Road

(McNeil Driveway to Pent Gate)

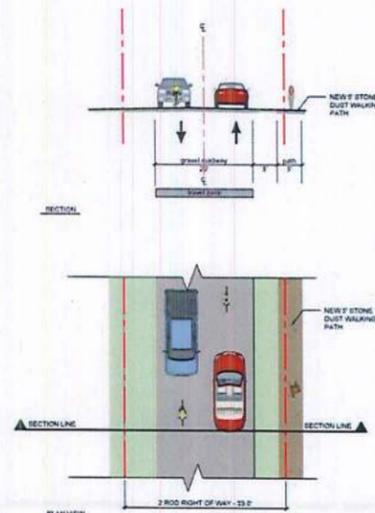
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Alternative 2: 5' Aggregate Path

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 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Comments

Am much more concerned with paved section of road than dirt section b/c of more traffic, more trucks, and the blind curve - all big deterrents to riding + walking down.

While option 3 is preferable, the price tag ~~is~~ may be prohibitive.

Prefer a separate, multi-use path with some physical separation, but concerned that bollards will not hold up and will wind up looking awful, like on No. + So. Union.
Maybe a simple raised curb?

Thank you!

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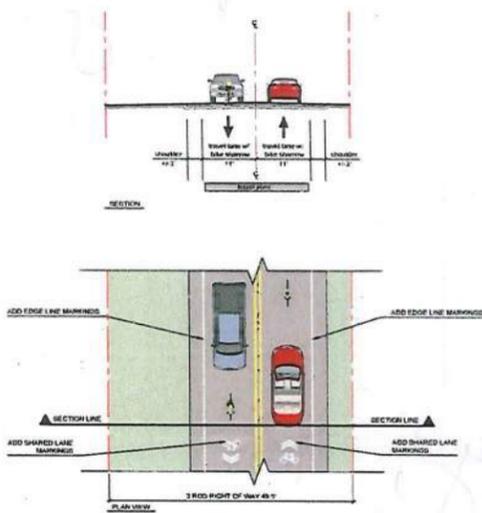
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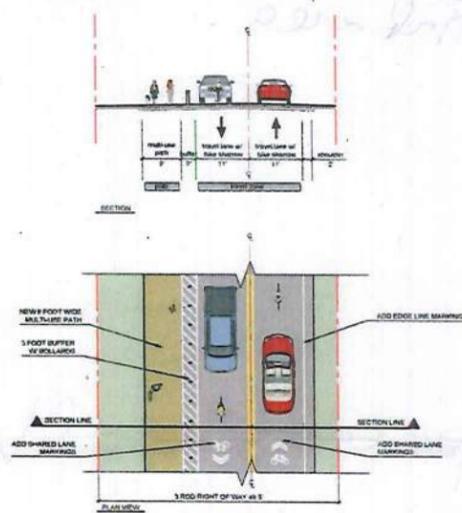
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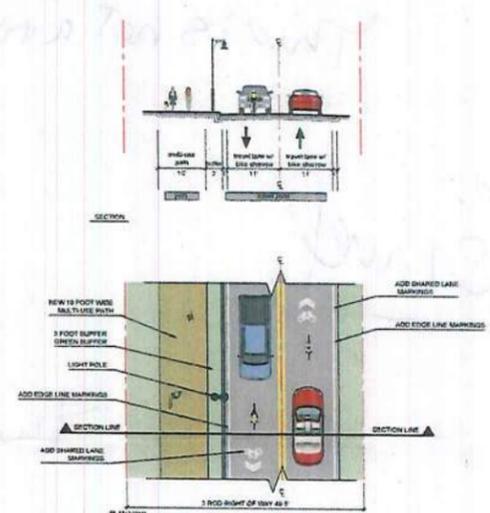
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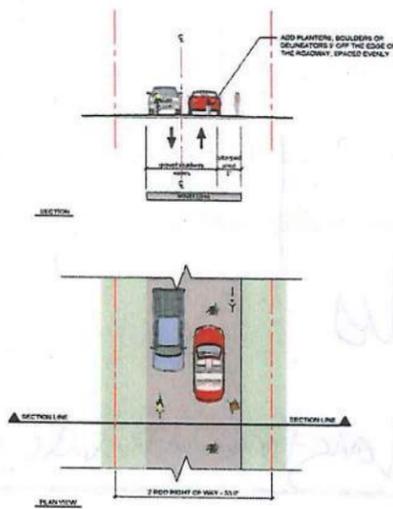
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 Bicycle Facilities: Shared lanes
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 Estimated Cost: \$1,510,000



Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

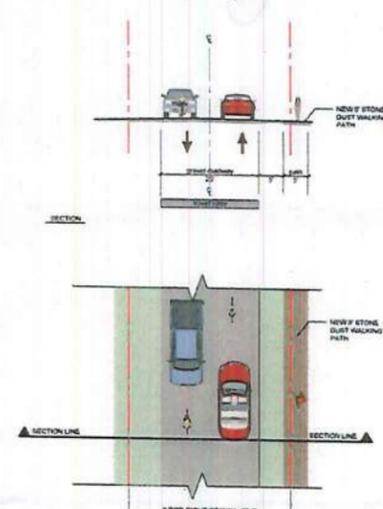
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Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Comments

Paved

Don't love bollards, or expense of them and lights sufficient. Awkward for plowing, makes a sketchy ice chute in winter/spring. This is not a residential area.

Gravel

I like the separate walkway, it's important to maintain ease of access for the working farms, wide implements. Better to have a safe separate gravel stone way for walkers, bikes, dogs etc!

Thanks!

Longtime Intervale community member

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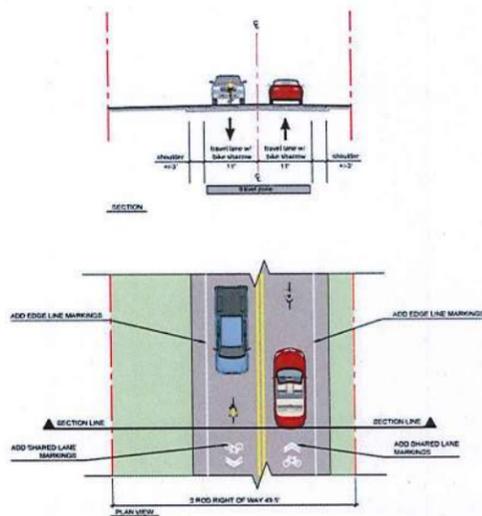
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Paved Section of Intervale Road (Riverside Avenue to McNeil Driveway)

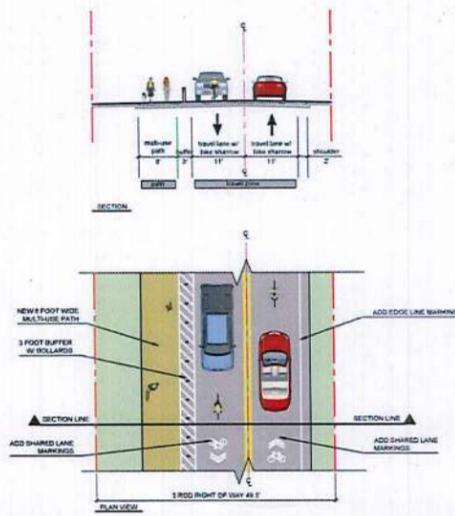
Alternative 1: Shared Lanes

Pedestrian Facilities: No change
 Bicycle Facilities: Shared lanes
 Other: None
 Estimated Cost: \$10,000



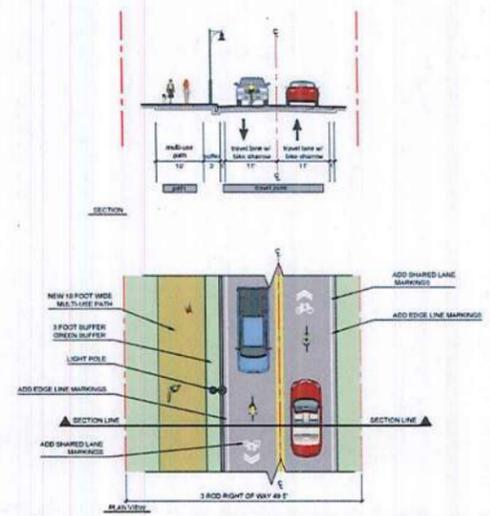
Alternative 2: Shared Lanes + 8' Path

Pedestrian Facilities: 8' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Bollards
 Estimated Cost: \$800,000



Alternative 3: Shared Lanes + 10' Path + Amenities

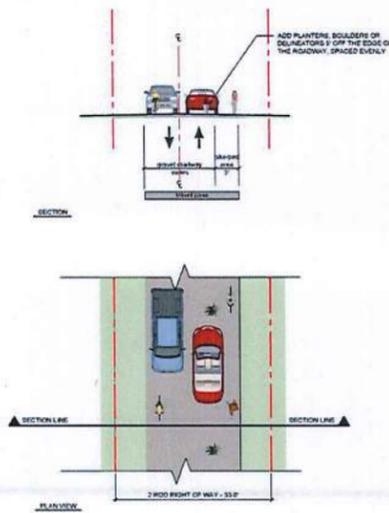
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 Estimated Cost: \$1,510,000



Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

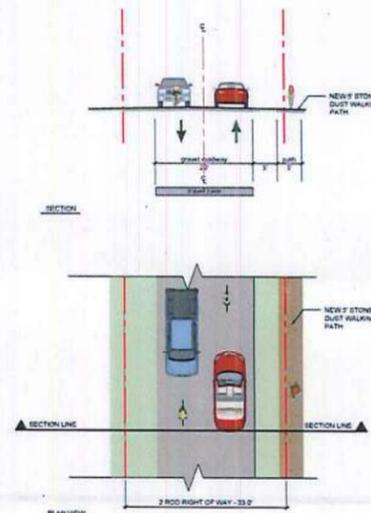
Alternative 1: Shared Road + Dividers

Pedestrian Facilities: Divided walkway
 Bicycle Facilities: Divided space
 Estimated Cost: \$9,000



Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Intervale Road Pedestrian and Bicycle Access Feasibility Study

Project Overview

Project Goal

Enhance community access to a dynamic Intervale District through implementation of bicycle and pedestrian improvements along Intervale Road.

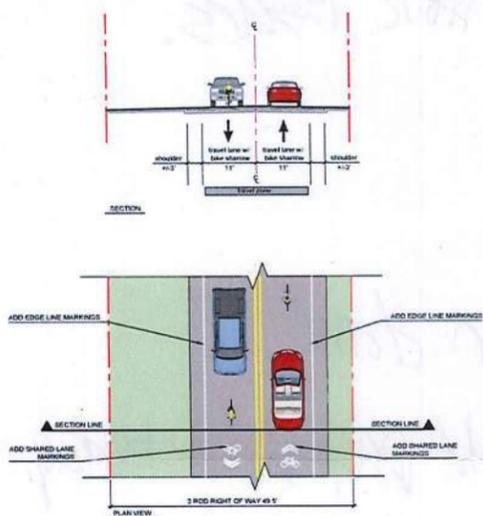
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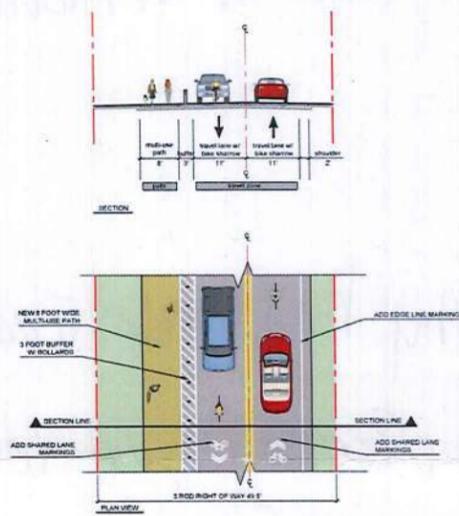
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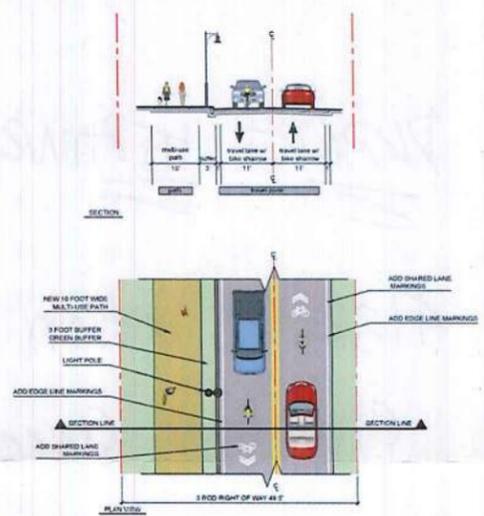
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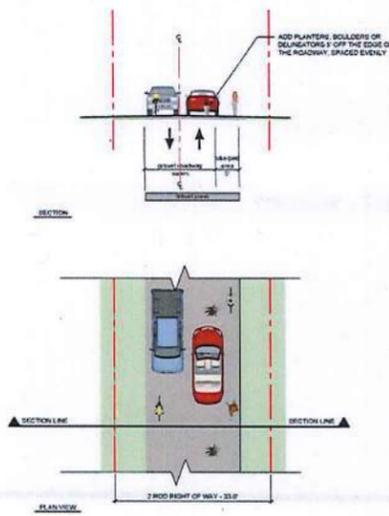
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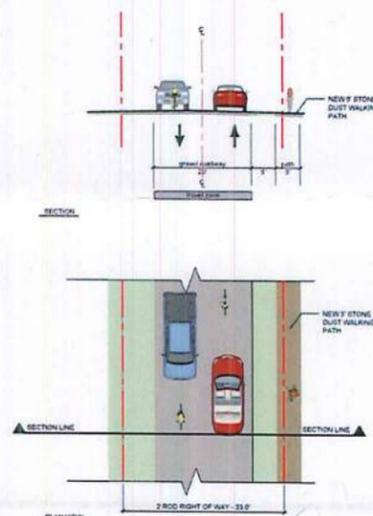
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Intervale Road Pedestrian and Bicycle Access Feasibility Study

Comments

on the gravel section, land is not at a premium. There
is plenty of room for a separate ped/bike path, apart
from the road. Safer, more aesthetic, easier to maintain
(road + path).

There are plenty of other speed/traffic calming mechanisms/
that can be used on the road for vehicular traffic issues.

DISTRICT HEATING!!!

Flak for option A? Why hasn't it already been done?

Chore boys, Green City, Gardener's, McNeil would pay for it today.

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regular updates on the Intervale Road Bike and Pedestrian Feasibility Study!

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Thank you to all who have helped here!

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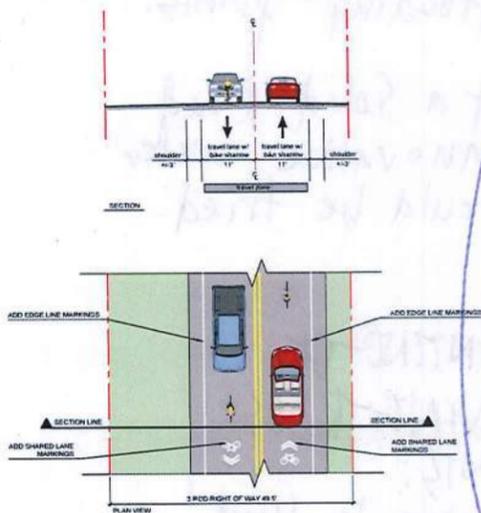
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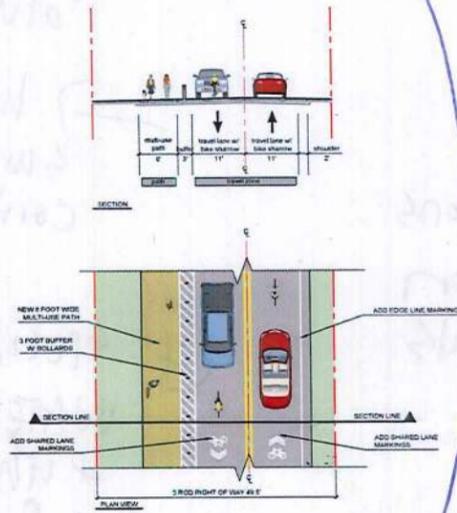
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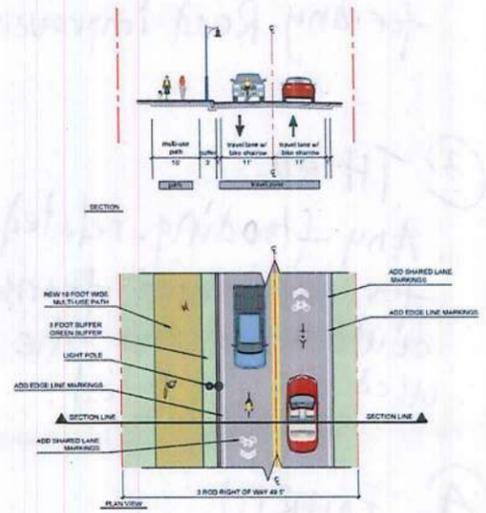
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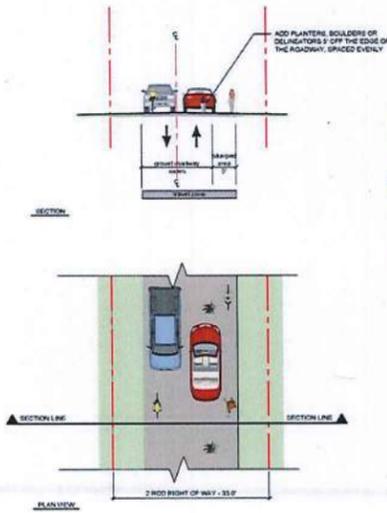


Gravel Section of Intervale Road

(McNeil Driveway to Pent Gate)

Alternative 1: Shared Road + Dividers

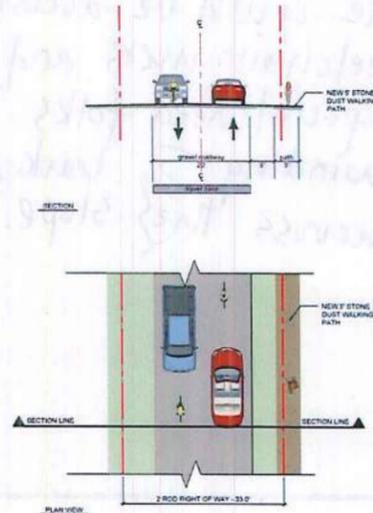
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Curbs and lights (3) are too prone to flood. Water damage or destruction

Alternative 2: 5' Aggregate Path

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Intervale Road Pedestrian and Bicycle Access Feasibility Study

Comments

① FIRST CONSIDERATION:

Consider requirements of a comprehensive proposal to re-route waste-heat from McNeil up into the city and down to farm buildings in the Intervale.

② SECOND:

The best route for McNeil's waste heat could significantly influence the route-redesign for any Road improvements.

③ THIRD:

Any flooding-related solutions for waste-heat transportation could influence the materials used for the Road.

④ FOURTH:

An elevated pedestrian/bike path might last through any severe flooding (a) on fixed pillars OR (b) on move-able supports.

⑤ FIFTH:

A walking path from Riverside could be accessible to wheelchair users and other special-need folks if it was winding \approx back and forth across the slope.

⑥ SIXTH:

How interesting it might be to look at where the Windoski has come up - year after year - over the Road. Especially opposite the McNeil entrance-gate, this has been a flooding-point many, many times - in addition down the Road. There are similar "always flooding" points.

→ Instead of a Solid Road surface, innovative "water" corridors could be tried.

⑦ SPECIAL PLANTING OF WATER-DRAWING TREES & OTHER PLANTS:

The Road is going to flood! Maybe a hundred or two hundred willows could be planted to create a natural "sponge" for re-directing ~~waste~~ flood-waters away from the Roadway.

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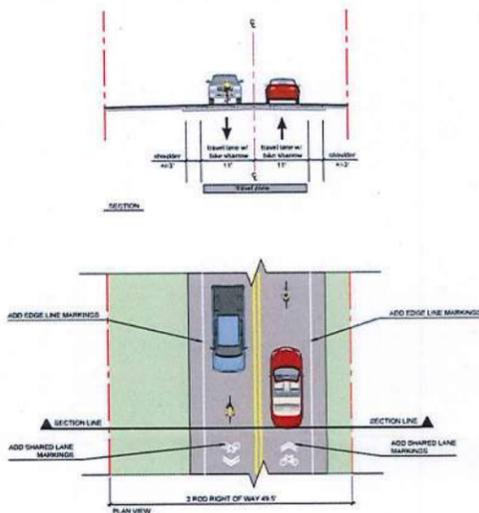
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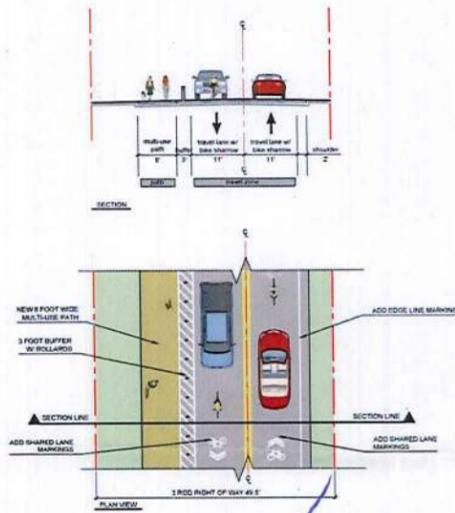
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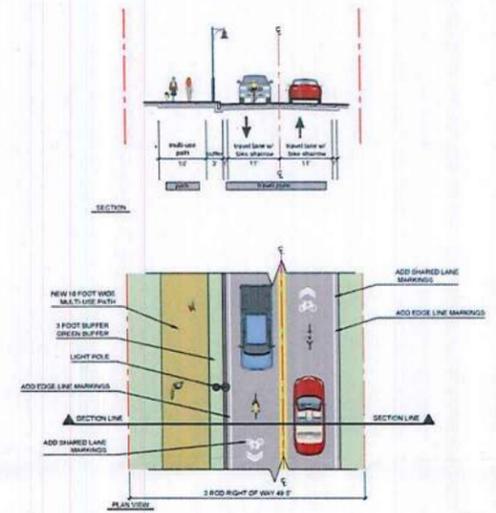
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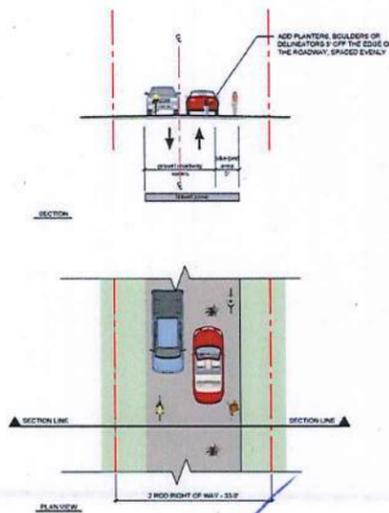
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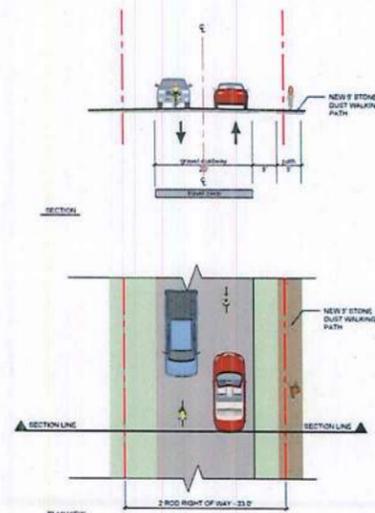
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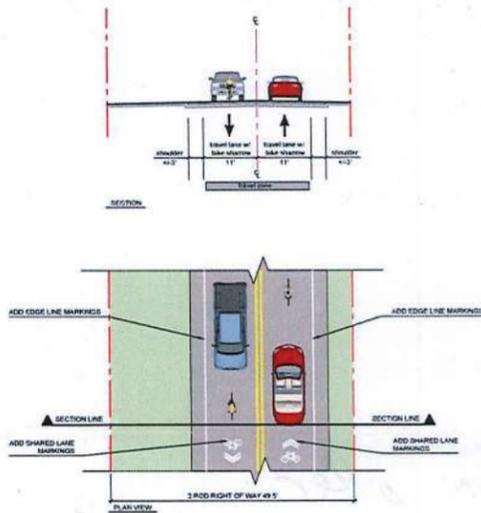
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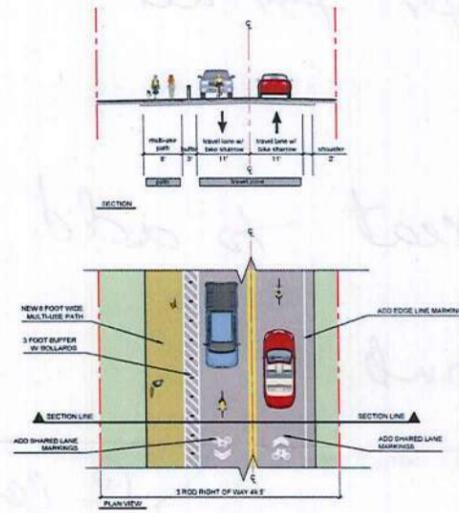
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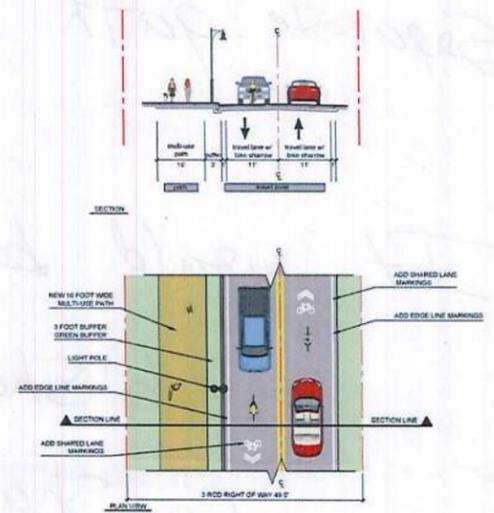
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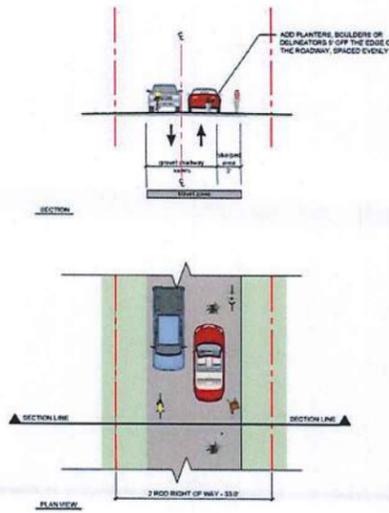
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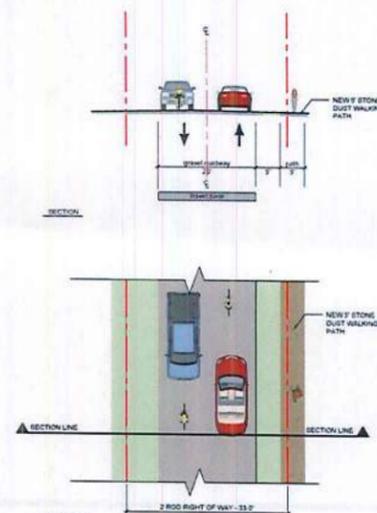
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Comments

For the paved portion. I prefer Alt. #3. It provides a safer bike/ped infrastructure for all ages

For the gravel section I prefer Alt. #2. A separate path is safer for all.

It would be great to add.

- Bike Share hub
 - Car Share -
 - EV charging stations
- } @ Center or other viable location

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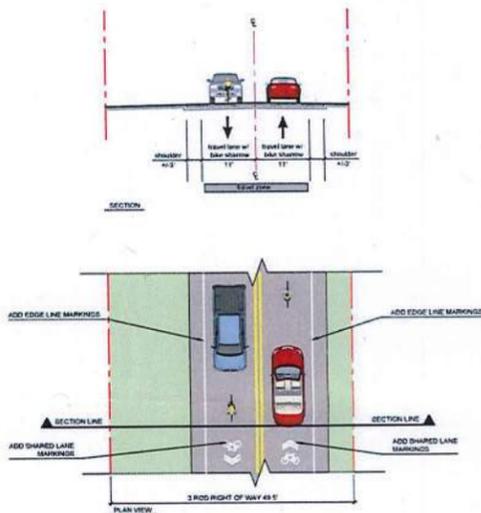
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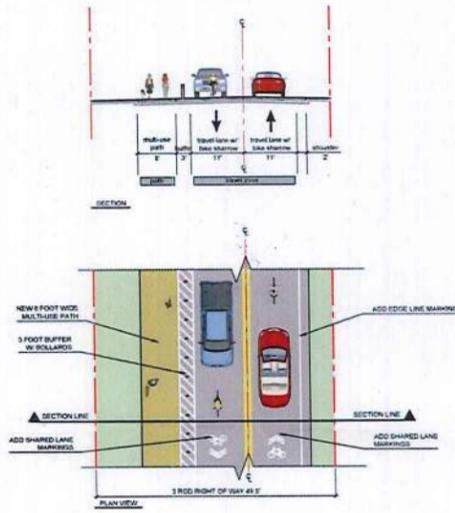
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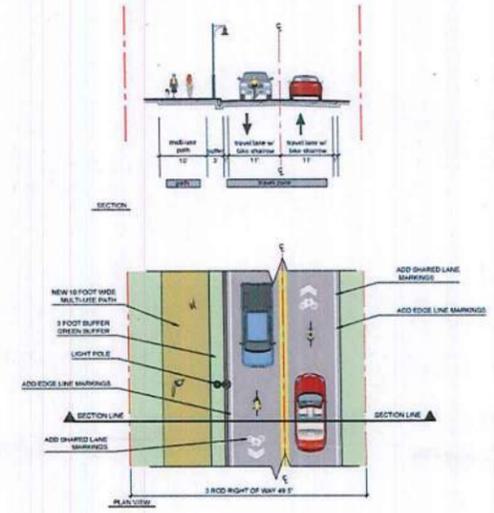
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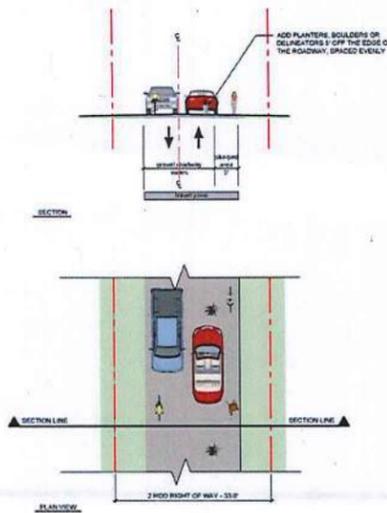


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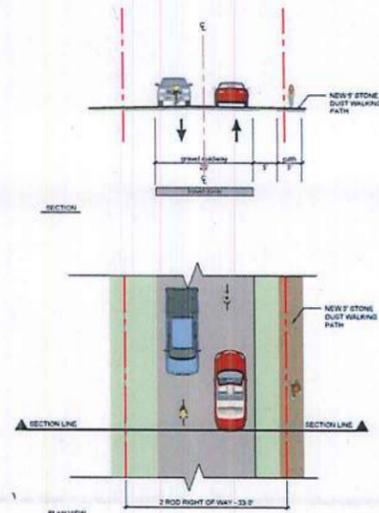
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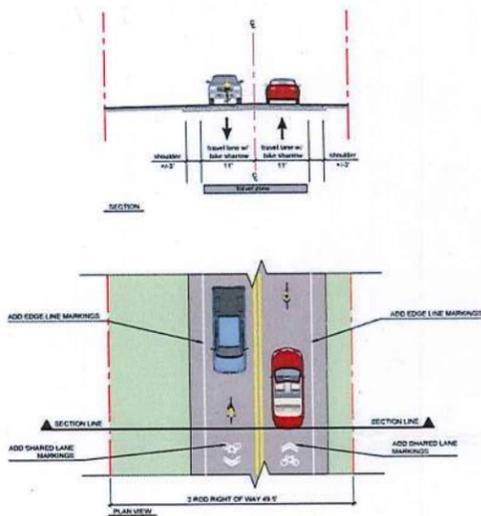
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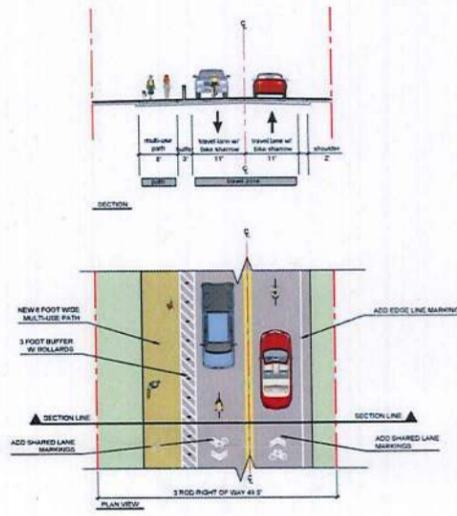
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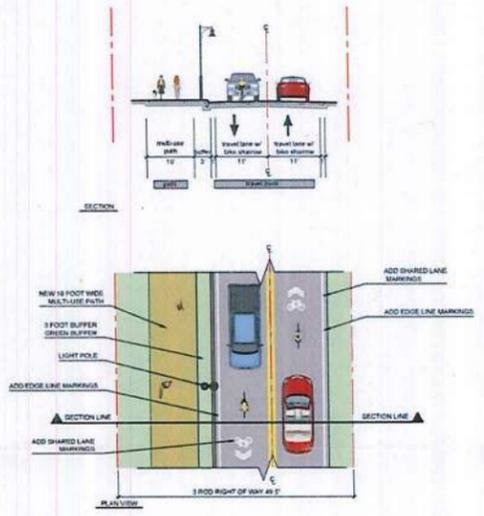
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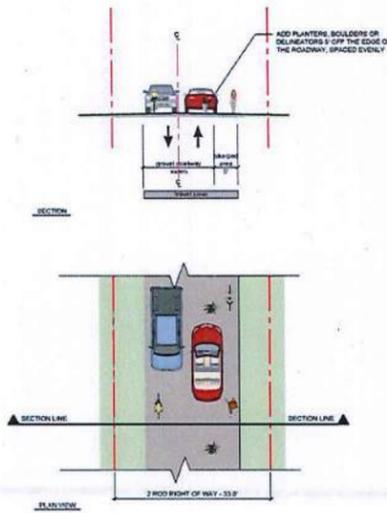
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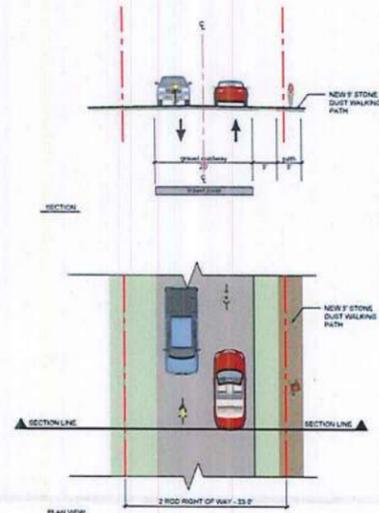
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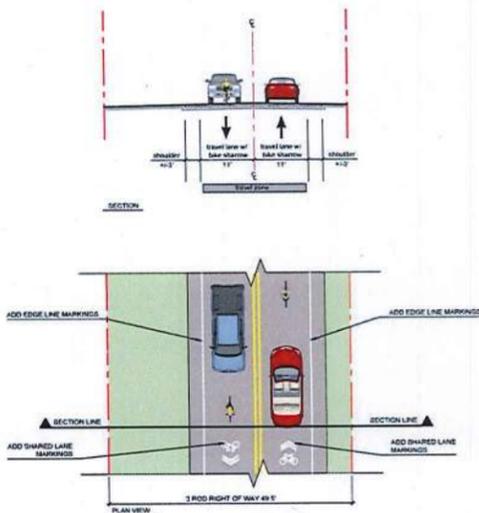
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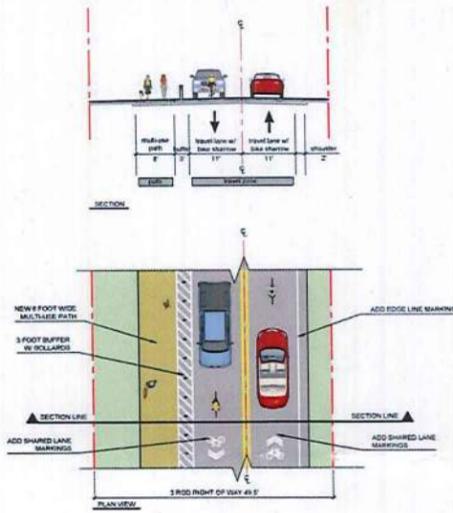
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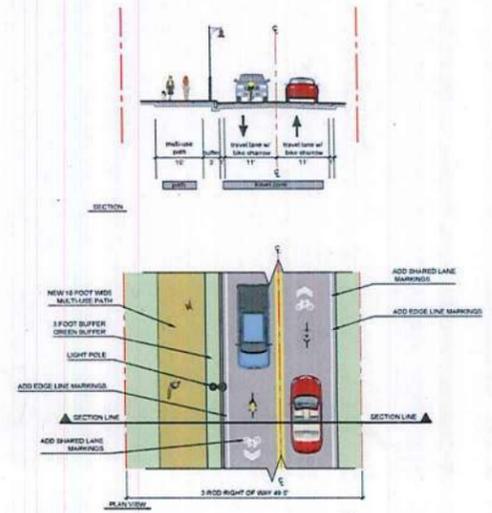
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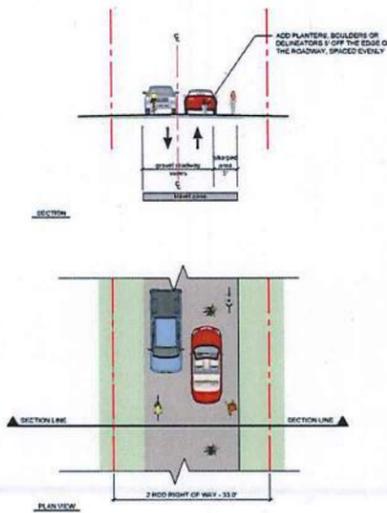
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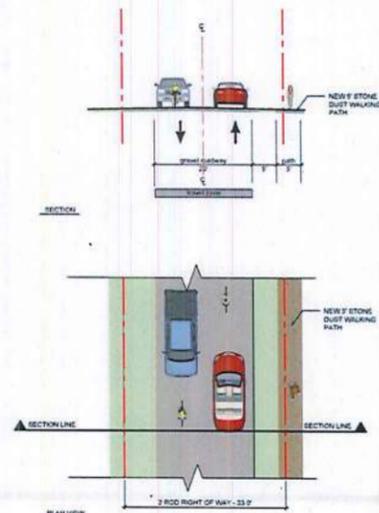
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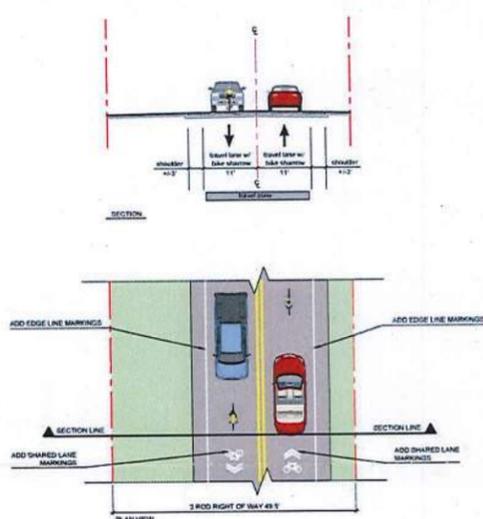
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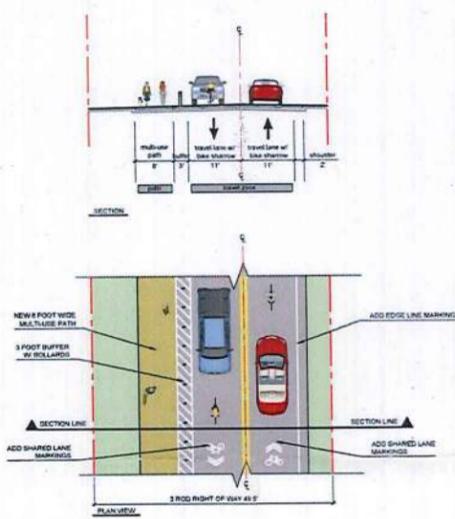
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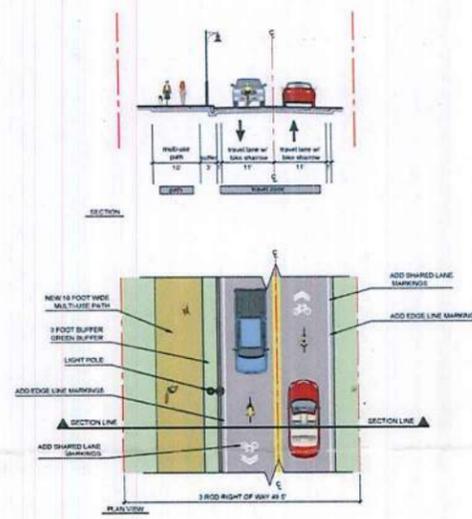
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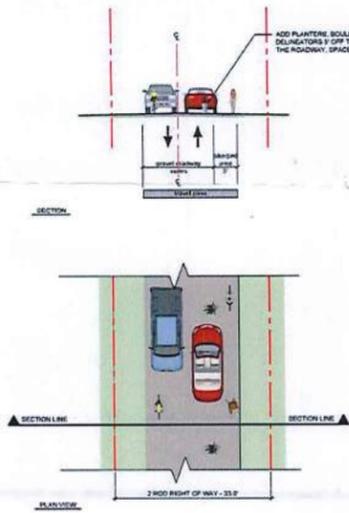
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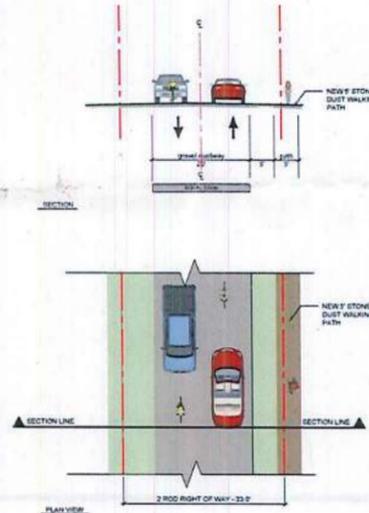
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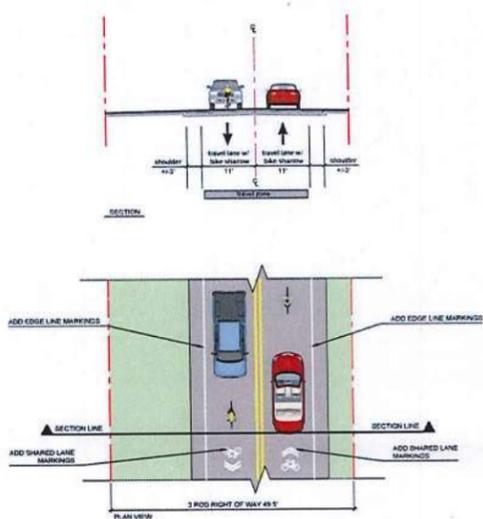
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Paved Section of Intervale Road

(Riverside Avenue to McNeil Driveway)

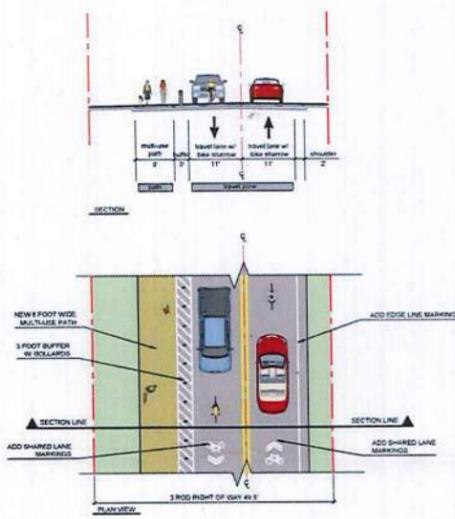
Alternative 1: Shared Lanes

Pedestrian Facilities: No change
 Bicycle Facilities: Shared lanes
 Other: None
 Estimated Cost: \$10,000



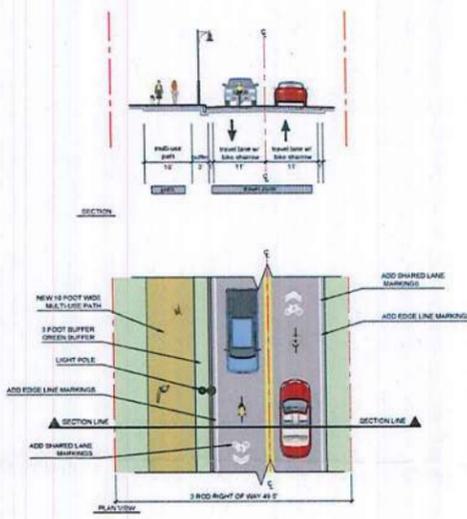
Alternative 2: Shared Lanes + 8' Path

Pedestrian Facilities: 8' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Bollards
 Estimated Cost: \$800,000



Alternative 3: Shared Lanes + 10' Path + Amenities

Pedestrian Facilities: 10' multi-use path
 Bicycle Facilities: Shared lanes
 Other: Curbs, street lights
 Estimated Cost: \$1,510,000

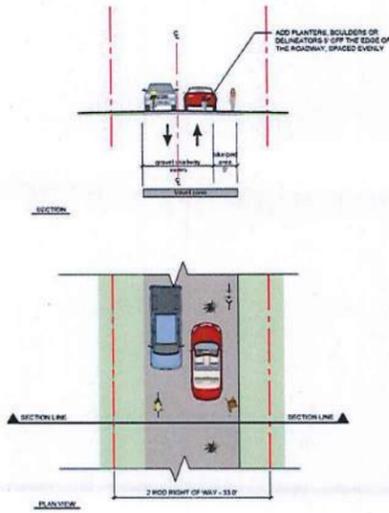


Gravel Section of Intervale Road

(McNeil Driveway to Pent Gate)

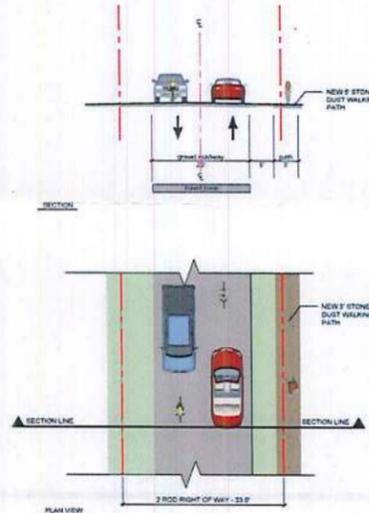
Alternative 1: Shared Road + Dividers

Pedestrian Facilities: Divided walkway
 Bicycle Facilities: Divided space
 Estimated Cost: \$9,000



Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Intervale Road Pedestrian and Bicycle Access Feasibility Study

Project Overview

Project Goal

Enhance community access to a dynamic Intervale District through implementation of bicycle and pedestrian improvements along Intervale Road.

Current Feasibility Study

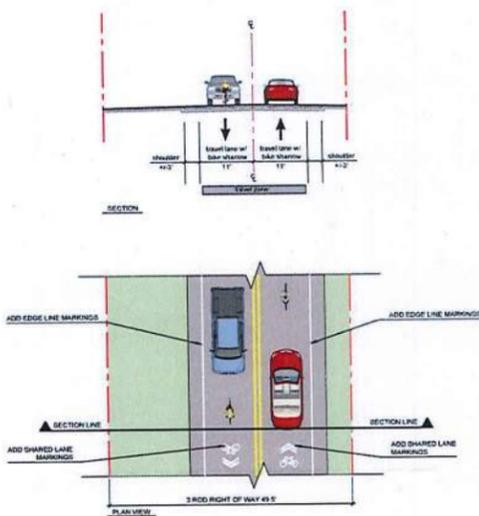
Scoping Study to identify existing conditions, evaluate alternatives, engage local stakeholders, and select a preferred alternative for bicycle and pedestrian improvements.

Paved Section of Intervale Road

(Riverside Avenue to McNeil Driveway)

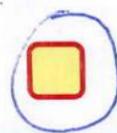
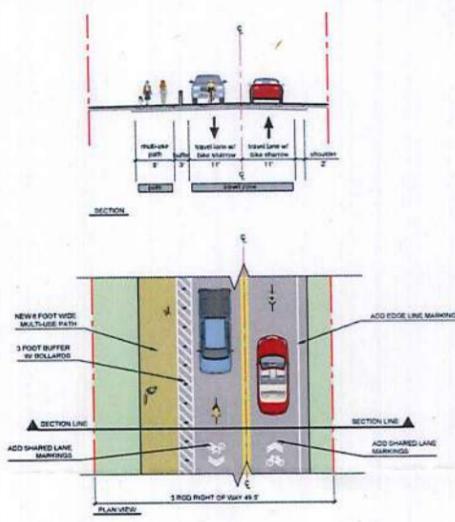
Alternative 1: Shared Lanes

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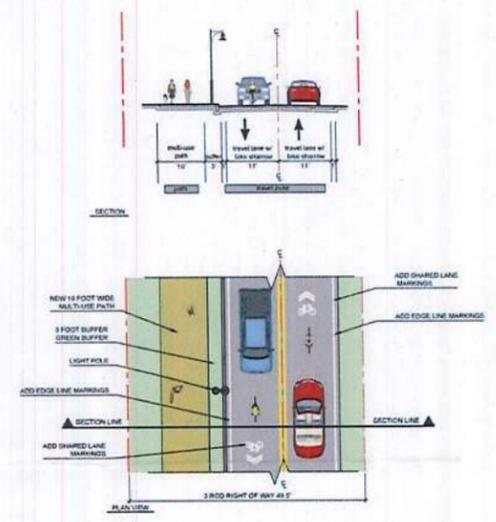
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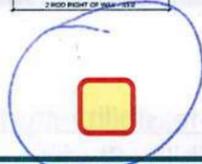
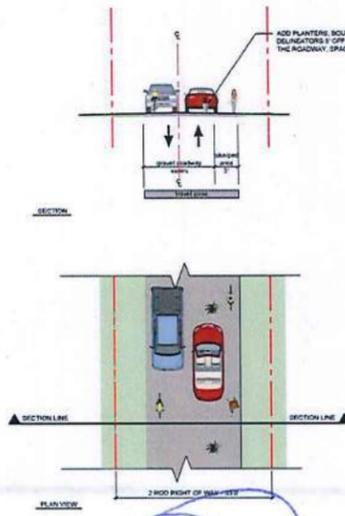


Gravel Section of Intervale Road

(McNeil Driveway to Pent Gate)

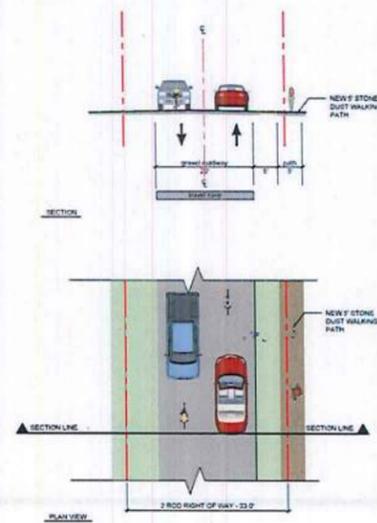
Alternative 1: Shared Road + Dividers

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 Bicycle Facilities: Divided space
 Estimated Cost: \$9,000



Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
 Bicycle Facilities: None
 Estimated Cost: \$230,000



Don't forget to check off your preferred alternatives!



Intervale Road Pedestrian and Bicycle Access Feasibility Study

Comments

Thank you
for your consideration!

Visit <https://www.ccrpcvt.org/intervale-road-pedestrian-bicycle-access-feasibility-study> for regular updates on the Intervale Road Bike and Pedestrian Feasibility Study!

For questions regarding the Intervale Road Feasibility Study, contact Peter Keating, CCRPC Senior Transportation Planner, at (802) 846-4490 x *14 or pkeating@ccrpcvt.org.

Intervale Road Pedestrian and Bicycle Access Feasibility Study

Project Overview

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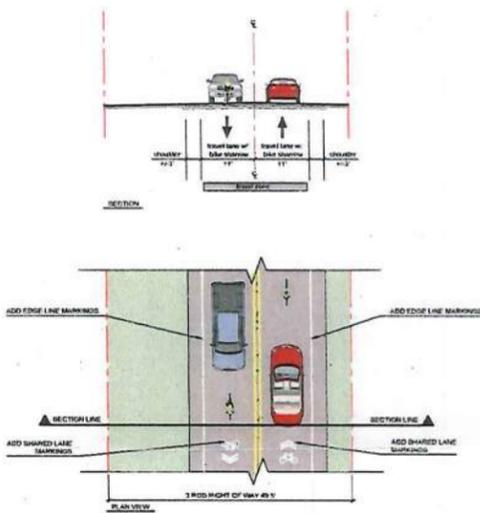
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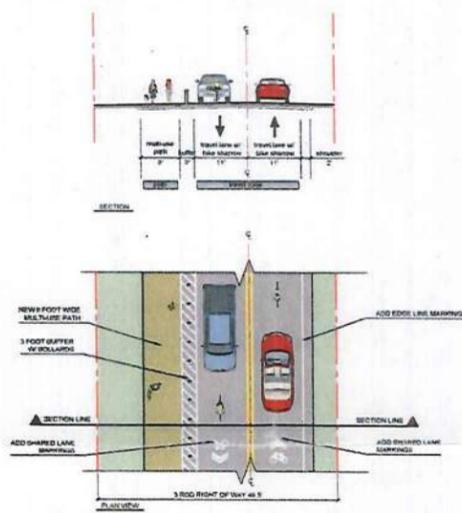
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Estimated Cost: \$10,000



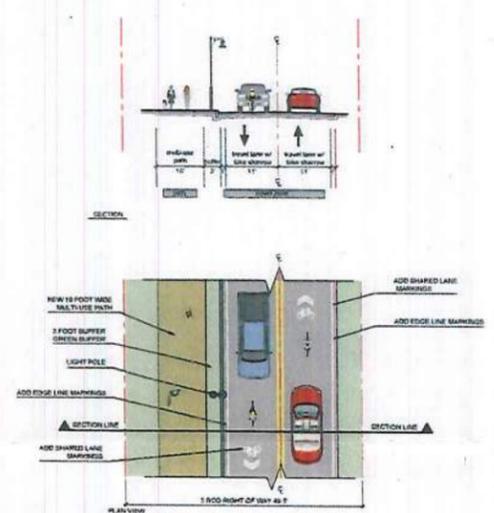
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Alternative 3: Shared Lanes + 10' Path + Amenities

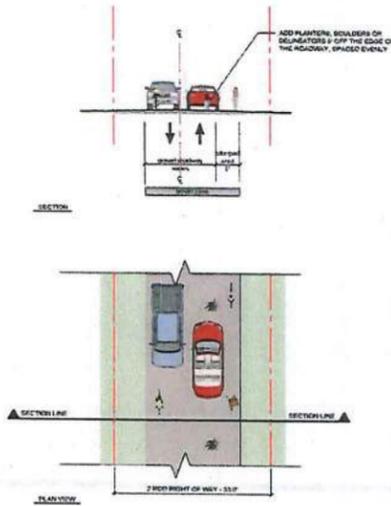
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Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

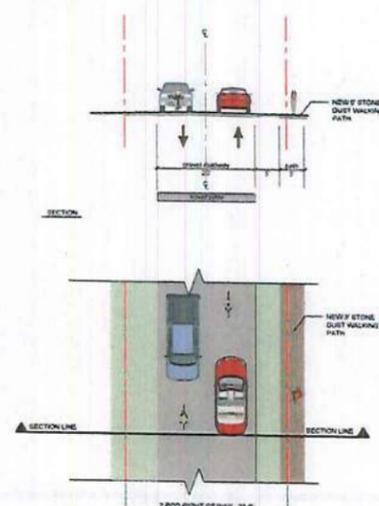
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Bicycle Facilities: Divided space
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Alternative 2: 5' Aggregate Path

Pedestrian Facilities: Separated walkway
Bicycle Facilities: None
Estimated Cost: \$230,000



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Intervale Road Pedestrian and Bicycle Access Feasibility Study

Project Overview

Project Goal

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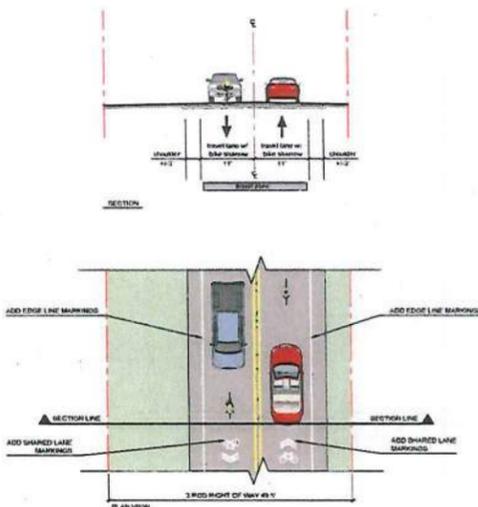
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Paved Section of Intervale Road (Riverside Avenue to McNeil Driveway)

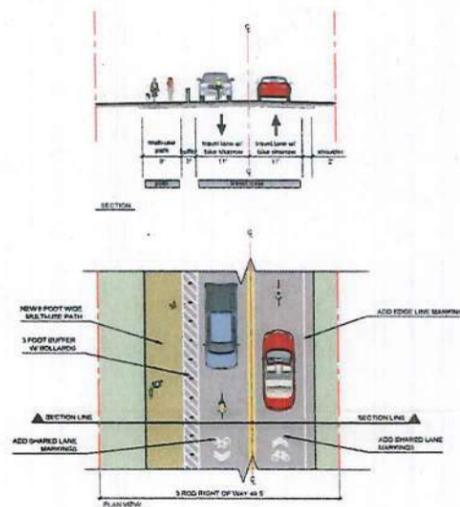
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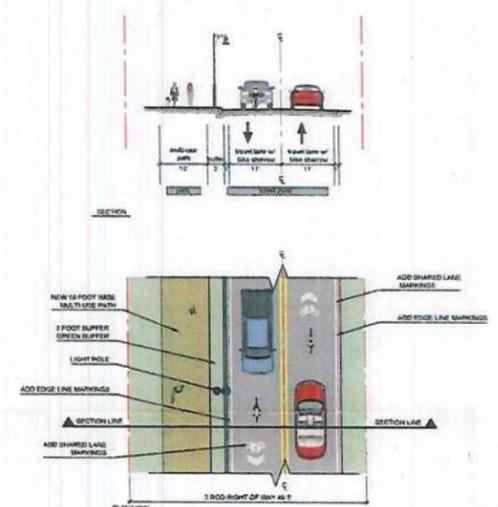
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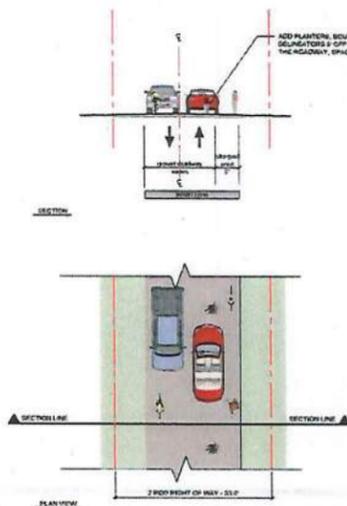
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Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

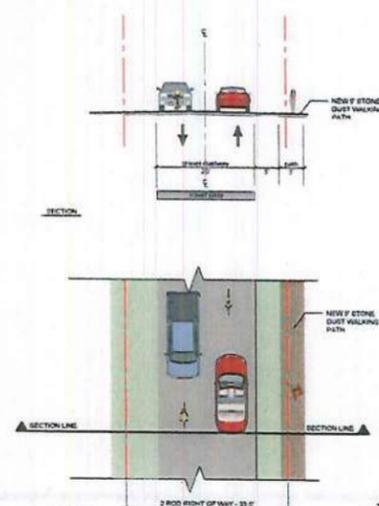
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Intervale Road Pedestrian and Bicycle Access Feasibility Study

Project Overview

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Enhance community access to a dynamic Intervale District through implementation of bicycle and pedestrian improvements along Intervale Road.

Current Feasibility Study

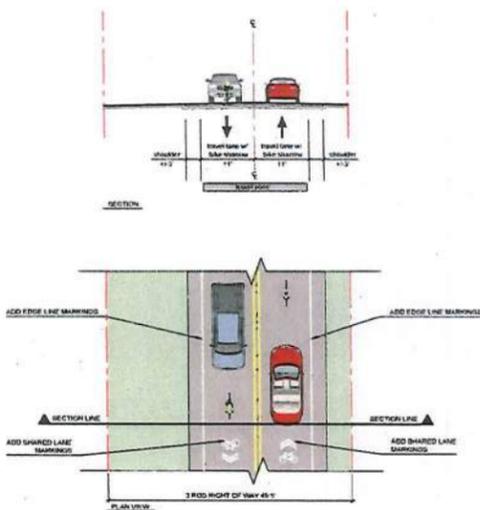
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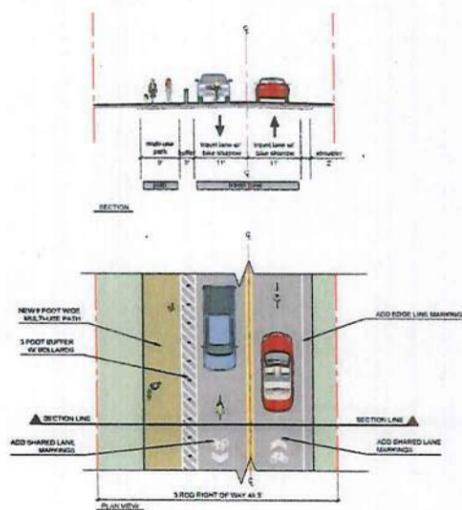
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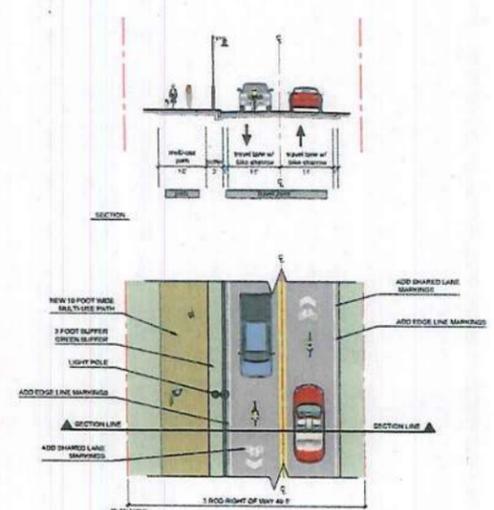
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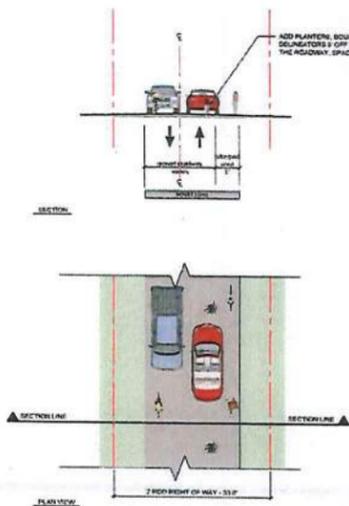


Gravel Section of Intervale Road

(McNeil Driveway to Pent Gate)

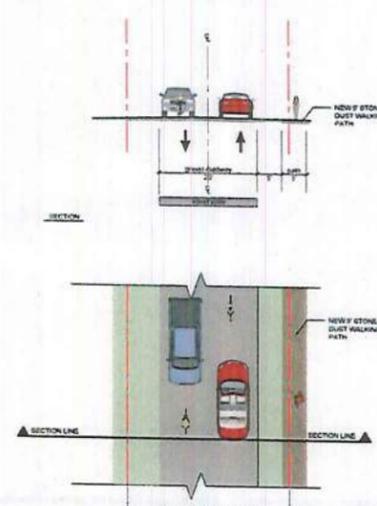
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Thanks very much!

Intervale Road Pedestrian and Bicycle Access Feasibility Study

Project Overview

Project Goal

Enhance community access to a dynamic Intervale District through implementation of bicycle and pedestrian improvements along Intervale Road.

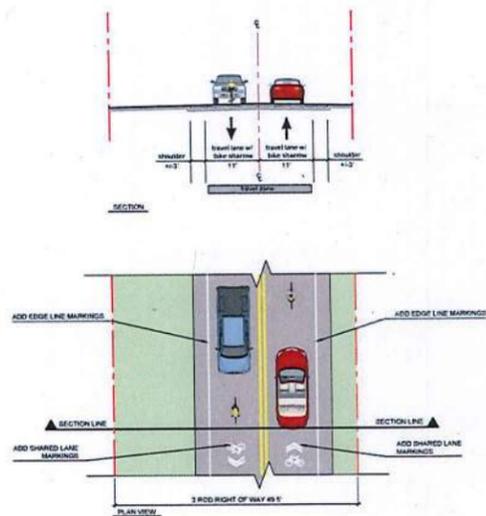
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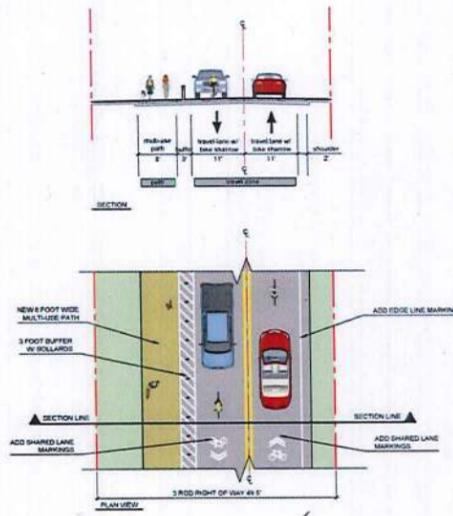
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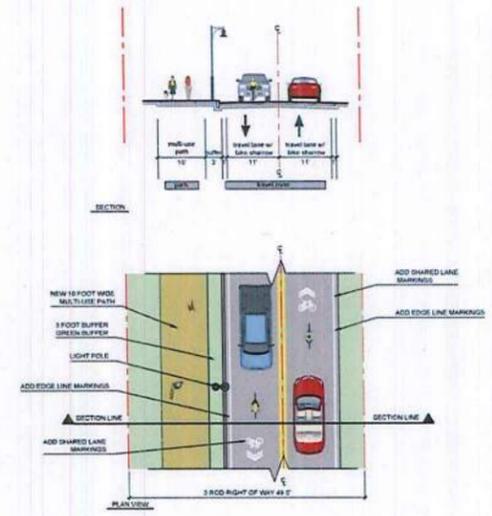
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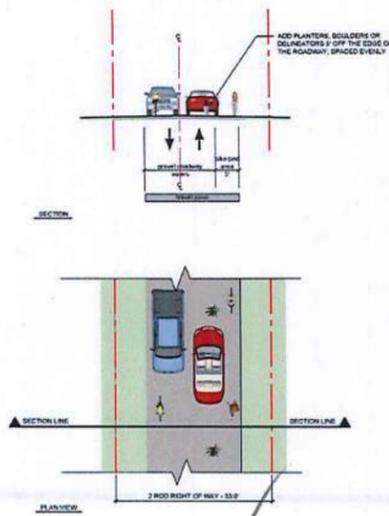
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Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

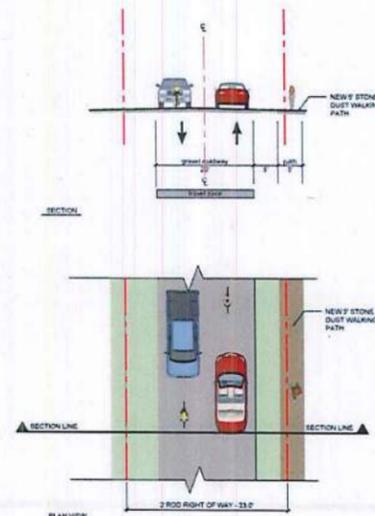
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Comments

Good luck! ☀️
(I'll be watching...)

Visit <https://www.ccrpcvt.org/intervale-road-pedestrian-bicycle-access-feasibility-study> for regular updates on the Intervale Road Bike and Pedestrian Feasibility Study!

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Intervale Road Pedestrian and Bicycle Access Feasibility Study

Project Overview

Project Goal

Enhance community access to a dynamic Intervale District through implementation of bicycle and pedestrian improvements along Intervale Road.

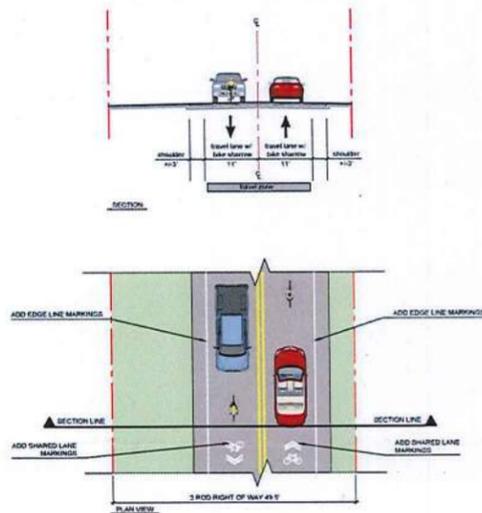
Current Feasibility Study

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Paved Section of Intervale Road (Riverside Avenue to McNeil Driveway)

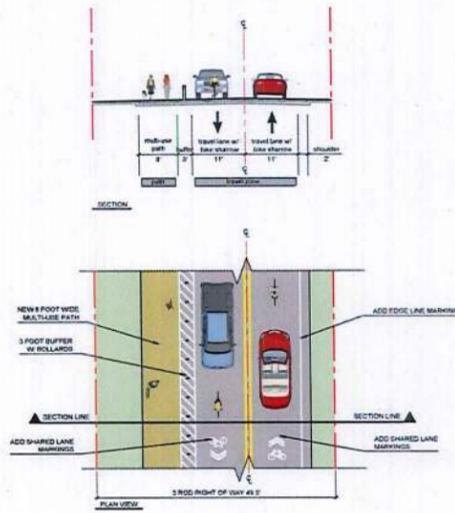
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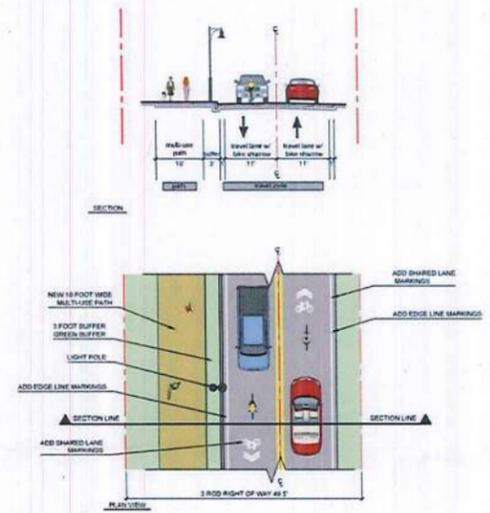
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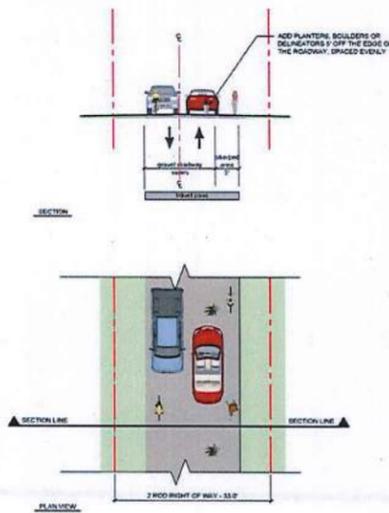
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Gravel Section of Intervale Road (McNeil Driveway to Pent Gate)

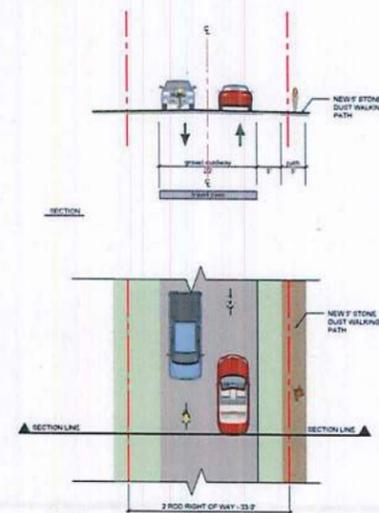
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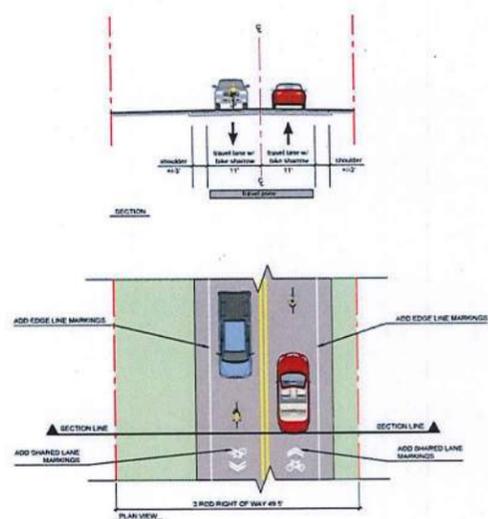
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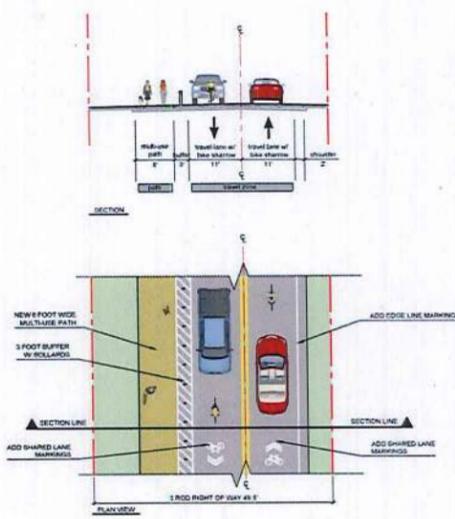
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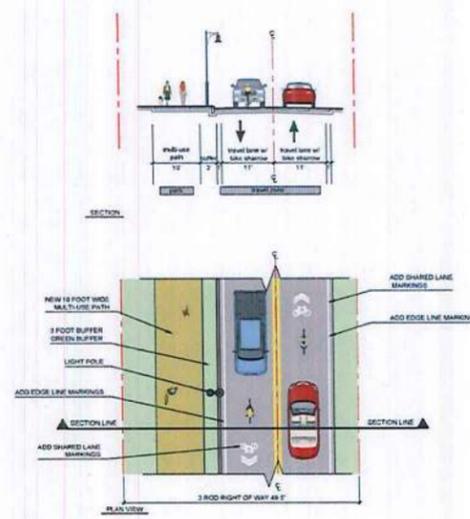
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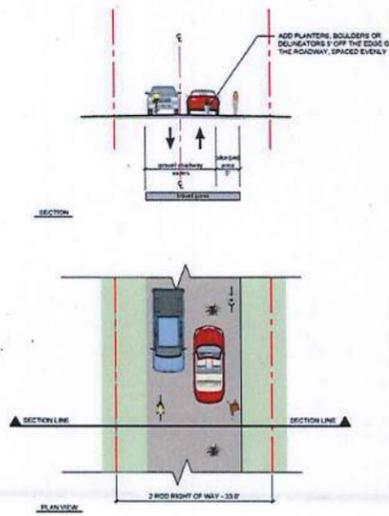
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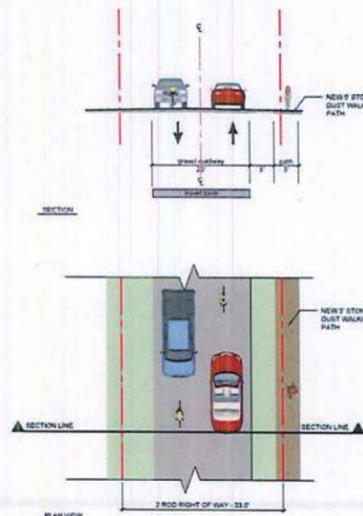
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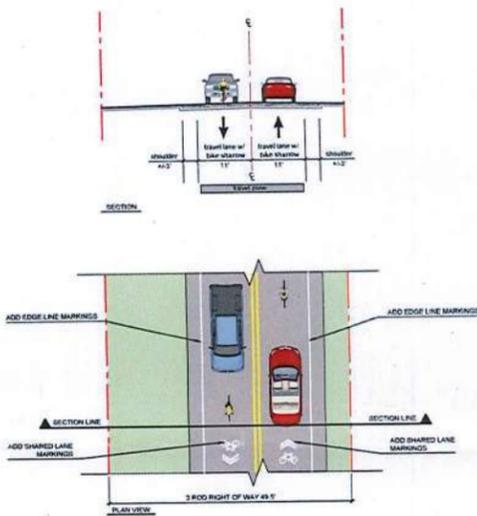
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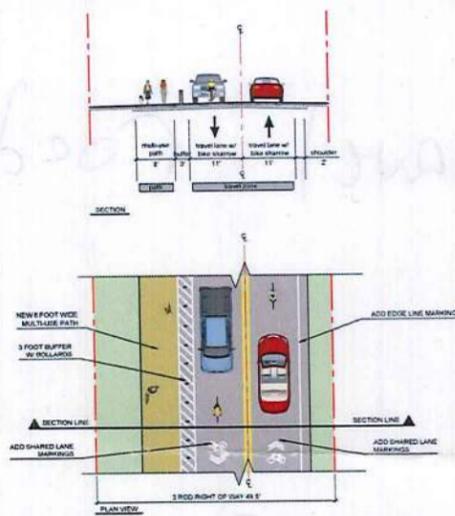
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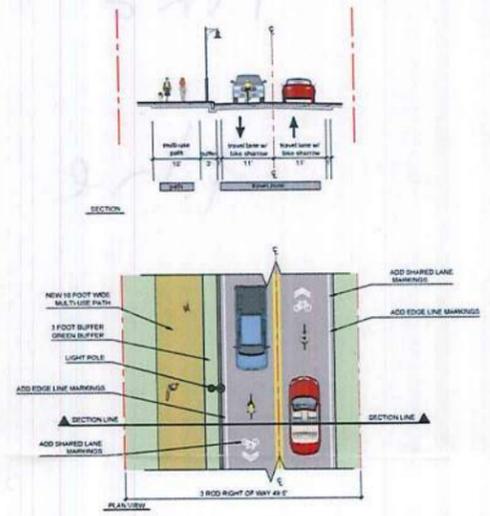
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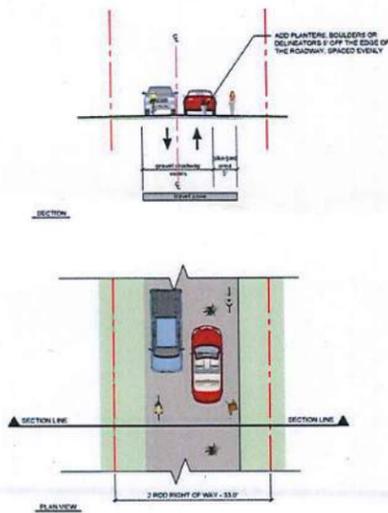
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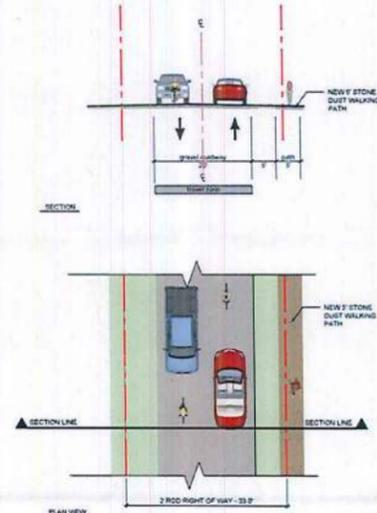
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Don't forget to check off your preferred alternatives!



Comments

I really like option 3 for
the paved section.

And the off set path for
the gravel road.

Thank you for making this
happen - very exciting

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regular updates on the Intervale Road Bike and Pedestrian Feasibility Study!

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